

**Historical Society
of
Fairfax County, Virginia, Inc.
YEARBOOK**

VOL. 4—(1955)

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VOL. 4—(1955)

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McLean, Fairfax County, Virginia

By John Chichester Mackall

The short story which I am going to tell about McLean is based, to a large extent, upon my personal recollections and what I have been told. Inaccuracies will be discovered, but, having been asked to jot down my memories, I, as a complete novice at anything of this kind feel that it is my duty to report to you.

A copy of a part of page 79 as shown in the "Atlas of Fifteen Miles Around Washington" entered according to Act of Congress in the year AD 1878, by G. W. Hopkins in the office of the Librarian of Washington, is reproduced here and gives some idea of what this entire area looked like in the year 1878.

There were in that year, and for many years later, within the period of my memory, two little settlements, south of the Potomac River, namely, "Langley" and Lewinsville".

"Langley" was located about three miles west of Chain Bridge on the Leesburg and Georgetown Turnpike and Lewinsville was about three miles southwest of Langley on what is now state highway number 123.

Each of these villages was complete in itself with its own post office and other facilities common to villages of that era. There was really no definite dividing line but the determining factor as to which village the inhabitants belonged was the post office from which mail was received.

McLean was unheard of at that time, but the intersection of Route 123 and Old Dominion Drive as presently located could be said roughly to have been the dividing line between these villages.

My readers will have to bear with me at this point, as I feel that it is necessary for me to allude to my own family in order to fully cover my subject.

My great grandfather, Benjamin Mackall, acquired "Langley" from the Lee family about the year 1836 and moved there from his residence in Georgetown. The village took its name from the name of his plantation. My grandfather, General William W. Mackall of the Confederate States of America, was a West Point graduate, but resigned his commission to join the Confederacy. At the close of the war between the states he brought his wife and family to his father's home where they all resided for many years.

The old Mansion House at "Langley" was completely destroyed by fire in the year 1934. The site on which it stood was sold and a new house built thereon which is now occupied by Mr. Carlton Burgess.

The Methodist Church at Langley was originally the house which now houses the "Happy Hill School". When my father, Douglass Sorrel Mackall, was married, he acquired the church property and converted it into a home. It was in this house that I was born in the year 1897 and there I continued to reside until the year 1940. I then built the house across the road, now owned by Mr. and Mrs. Rowland Marshall and known as "Top o' The Hill".

As strange as it may seem in these days of rapid change, the situation when I grew up as a boy was very little different from that as shown on the map in 1878. The location of the houses was approximately the same, and most of the ownerships were the same except that they had passed by inheritance and the change in the name of the ownership, usually indicated that a daughter had inherited and married.

The history of McLean is very definitely interwoven with the history of "Langley" and "Lewinsville" and I shall therefore give you my childhood recollections of these two villages.

I shall not attempt to delve into the title records etc., as to do so would require entirely too much research, but I will say that during three generations, my father, my brother, William and I, and my nephew, Henry C. Mackall, have at one time or another examined the title to most of the lands lying within this area.

The hotel and post office at Langley was located at the junction of the present routes 123 and 193 directly at the foot of the hill in front of the house now owned by Mr. and Mrs. Scoville. The old hotel was formerly a stopping place for stagecoaches running from Leesburg and points west to Georgetown. Directly across the road and in the small triangle were scales where farmers weighed their hay loads before taking them to the markets in Georgetown and Washington.

The keeper of the store, where the post office was, also kept the key to the scales and would record the weight of the load. The old hotel was subsequently occupied as a home by the Boucher family, who farmed a part of the Mackall lands. The buildings were both torn down some year ago, but within my memory.

I remember that when these building were being torn down, we boys found a large stock of brown derby hats which had been left in a storeroom. These hats were promptly seized by us and generously distributed, according to size, among the boys in the neighborhood, both white and colored. So, the "Brown Derby" was the vogue at

Langley long before Gov. Alfred E. Smith of New York, made it famous in his unsuccessful campaign for the presidency of the United States in the year 1928.

The Methodist church was where it is now, on the Leesburg and Georgetown Turnpike, near its intersection with Chain Bridge Road (now No. 123), having been moved there when my father acquired the original structure for a residence.

The Colored Methodist Church was built where it now stands.* The land was a part of the land owned by the Gunnell family and was given to the church by the Gunnell family, from whence it takes its name "Gunnell Chapel". Prior to this gift by the Gunnells, the colored Methodists used the upstairs in the white church when it was on the Happy Hill School site. Ernest Webb, who has been a deacon in the colored church for many years, tells me that his older sisters attended the services in the white church.

The town hall was located across from the Methodist Church in the upper part of the triangle. It was built by stock subscriptions by people of the neighborhood and was the scene of many social functions such as dances, amateur theatrical performances, and civic meetings. The hall was finally abandoned as such, acquired by the Mackall family and moved farther up the road. It was converted into a house and is now the beautiful home known as "Stormbrook", owned and occupied by Mr. and Mrs. Henry A. Storm.

I could not describe my early days at Langley without some reference to Hummer's store. The little combination house and store was located next to the Colored Methodist Church. The original building remains and is owned by Mrs. B. E. Hummer who was Willola Boucher. There was an air-tight stove in the center and on cold winter evenings the neighbors would gather there to discuss the affairs of the nation. Since most of the neighbors were farmers the subject of conversation was usually farm questions, but national and local politics were gone into fully. Mr. Hummer was a Confederate veteran and I'm sure from what I've heard him tell, that he killed more "Damn Yankees" than any other man.

Mr. Hummer's way of weighing produce was unique and fascinating. He kept his flour, sugar and meal in barrels and with a wooden scoop dished it out. He had scales on the counters with metal containers on each side. Behind the counter were kegs of nails of various sizes. When one ordered so many pounds of sugar Mr. Hummer would reach in the appropriate barrel and bring up a handful of nails weighing the correct poundage and then dip out a sufficient amount of sugar to

* See Atlas.

balance the scales. I only heard the accuracy of his measurements questioned once, and then by a young man who appeared to me to be a smart alec. I well recall it was a cold, snowy night and the roads were impassable for any distant travel. Upon having the accuracy of his measurements, and you might say his integrity, questioned, Mr. Hummer merely replied "dod-zackit get your flour elsewhere", and proceeded to pour the flour back in the container. I am sure the family of this young man went without bread for some time unless they were able to borrow from the neighbors, as the nearest store was at Lewinsville, three miles away. It was several days before that trip could have been taken even on horseback.

Mr. Hummer had a mustache which he kept fairly well darkened with stove polish, but we boys could not help noticing the gray coming through at times. He was deaf and sometimes misunderstood an order. We soon learned to take whatever he gave us and I don't think our dear mothers were ever quite sure whether their sons were absent minded or Mr. Hummer deaf.

The Episcopal Church stood as shown on the map when I attended Sunday School there, but was thereafter physically moved to McLean, where the old structure still remains, St. John's Episcopal Church.

There was a one-room school house located on the property on which R. Vernon Palmer now lives, at the entrance to the property on which the Potomac School is now located. My older brother Douglass and I attended this school.

Across the road from this school there was Phillips' blacksmith shop. Charlie Schultz had a shop below Langley and later above Langley on the old turnpike. It was located on the south side of the pike across the road from what is now Langley Forest Subdivision. The property is now owned by Mr. Schultz's daughter, Elizabeth and her husband William Shipman.

The Lewinsville blacksmith shop was operated by Tom Detrow and was located next to the store on the land on which Mr. S. Ralph Pearson now has his home. Our family took their horses to Mr. Schultz, but Mrs. Richard E. Shands, who was Katherine Snyder, tells me that for some reason they rode their horses to Falls Church. She did not give the reasons, but knowing how much Mrs. Snyder and her girls loved, and still love to ride horseback, I am inclined to think Mr. Schultz was too close and they rejoiced in the opportunity to take the longer ride to Falls Church.

Having the horses shod was a chore for a rainy day and one to which we all looked forward. It made no difference to us whether it was a work horse or a spirited riding horse just so we could ride to the blacksmith shop.

The outposts of the Union Army during the war between the States, had naturally been concentrated in this area for the protection of Washington. Union generals made their headquarters in some of these old Mansion Houses including "Langley", "Salona", and "Rokeby".

There had been much pillage and the silver and other personal property had been greatly depleted. Slaves had been freed with no compensation to the owners. In the years that followed the war, known to all as the "Tragic Era" (as so ably described by Claude Bowers in his learned treatise by that name), the "carpet baggers", "scalawags", and others had done all in their power to incite the colored man against his best friends, the white race. The colored race was not benefited and the "scalawags" enriched themselves. My family had lived through this as had all of the other families in this neighborhood and throughout the south. My maternal grandfather, Major John H. Chichester, had also fought for the Confederacy, and both of my grandfathers had reared large families in Fairfax County, most of whom had been born at various places in the south during the days of this terrible conflict. This was the case with many other families.

What was left to them? Their families and their lands. Little rancor existed. Heeding the admonition of that almost immortal general, Robert E. Lee, in his farewell address to his soldiers at Appomattox, these men and women set about to till the soil and work to the end that their families should not surrender, but rebuild, and to this cause they gave their whole effort.

The slave quarters were preserved. Colored families who had been slaves or were descendants of slaves, remained on the farms and worked hand in hand with their new "bosses" no longer "masters". There were, of course, uprisings brought on by agitators but for the most part the relationships between the white and colored races was one of mutual respect and admiration, each benefiting from the other. As far as I know, this relationship continues to exist in this neighborhood in spite of present-day attempts to destroy it. The result of all this was that practically all of the people in this neighborhood were farmers or lived on farms.

All traffic in those days was either on horseback or in horse-drawn vehicles and many times in the winter and early spring, the roads were impassable for the latter.

The old Leesburg and Georgetown Turnpike was built up in the center almost solidly with rock boulders. This could be traversed at a very slow pace by horse-drawn vehicles, but after a few miles, both vehicles and passengers were badly shaken up. There were deep cuts on the sides of these rocky roads and the practice developed of driving

on the sides. The side roads thus formed by this practice were known as "Shun Pikes" because they were formed by shunning the pike and its rough stone boulders. Of course, the shun pikes were narrow and in wet weather full of mud holes, but they did give relief both to the driver and his horse. When two vehicles met going in opposite directions, which was not infrequent, it was sometimes necessary for one to back out, but in these days courtesy on the road was like courtesy at home. You either worked it out by leading one of the horses around or decided which should back out depending on the horses, or type of vehicle. At least you had an opportunity to pass the time of day with a neighbor. Evidence of these old shun pikes may still be seen along this old turnpike.

The road from Langley to Lewinsville was a dirt road piled high with snow drifts in the winter and deep set in mud after the spring thaws. In the dry summer months the dust was as deep as the mud had been in the spring.

One thing that I well remember about this road was the threshing machine. When the wheat was being harvested the threshing machine, a large steam engine, pulling the thresher and bailer, moved from farm to farm. During this time, all farmers and their farm hands turned out to help the neighbor who was threshing his wheat. As a youngster, I rejoiced in doing my part. At first my brother, Douglass "Buss" and I could only hold the bags open while some older boy poured the wheat in, but with each succeeding summer as we grew more manly, the importance of my job increased and our younger brothers, Benjamin and William took over the job we had formerly held. This was true of all the boys in the neighborhood both white and colored and this apprenticeship taught all of us something about farming. I must admit that many years of office work has practically destroyed the benefits I received, but one only has to look at the farms which are still in operation in this area to see that this training and experience was more valuable than could have been obtained from schools and books.

When the threshing machine left Lewinsville and headed for Langley a daily check as to its whereabouts was kept, in order to avoid meeting it on the road. Many horses would shy or run away when they were approached by the terrific engine and its appendages. If you did meet it the attendants would always get down and lead your horses by, if possible, but at best it was hazardous, especially to some of the ladies who in those days visited in their horse-drawn vehicles just as regularly as they do now by telephone and automobile.

Glancing at the copy of the page from the atlas referred to above, I shall start at the Basil Gantt property above Chain Bridge on the road to Langley and try to identify some of the places. I shall not, however,

cross Scott's Run and will leave sections beyond there to some other narrator.

Basil Gantt's place, known as "Rokeby" embraced a very considerable acreage between the Turnpike and the Potomac River. The old homestead which was destroyed by fire many years ago, was situated approximately on the site now occupied by the Mark Merrells. John O. Gantt, son of Basil reared his family here, and his two sons Basil Orris Gantt and Floyd M. Gantt, each has his residence on part of the old place. The river lands were sold some years ago. Donald Down's home on the river is a part of the original farm. "Rokeby Farms" the subdivision now being developed by Basil Orris Gantt takes its name from the original estate of "Rokeby".

Across the road from the Gantt property was the William O. Slade farm. This property was later acquired by Richard Darne. The house was destroyed by fire and the lands acquired by Randolph Leigh who built a new house now owned and occupied by the Ackermans.

The two Faulkner houses were as now located. Miss Cordelia Faulkner lived in the Henry Faulkner house until her death after which it was acquired by the Leighs and is now known as "Little Ranleigh".

The Cruikshank lands and part of the Reid and Kirby lands were acquired by Mr. Joseph Leiter. After Mrs. Leiter's death, the United States Government acquired these lands with the exception of the small parcels Mr. Leiter had sold. Subsequently the government acquired additional land from the Reid and Kirby families.

The A. B. Walters' land and house is situated on the east side of the road leading from the pike to Chesterbrook, designated as "Lincolnville" in the atlas. This property is now owned by R. Vernon Palmer, a descendant of A. B. Walters. The Potomac School is located on this road and what was originally a part of the Walters' lands. ,

The George W. Walters' residence is now known as "Hickory Hill" and was recently purchased by Senator Kennedy from Mrs. Jackson the widow of the late Robert H. Jackson, Justice of the Supreme Court of the United States. It had a number of owners during my recollections. The George W. Walters' tract also included the hill and grove at the intersection of the two roads. When I was a boy Mrs. George Walters and her family lived on the hill facing the pike and Mr. and Mrs. Ulysses S. Walters and their family lived at "Hickory Hill".

The property designated on the plot as "Mrs. Nelson" was acquired by Dr. A. A. Snyder many years ago. Dr. Snyder's widow lives in the old house and two of his daughters, Mrs. Richard E. Shands and Mrs. Beverly Coleman own and occupy homes on parts of the land.

The General Jones Mansion house was destroyed by fire many years ago. The lands were acquired by the Mackall family and the subdivisions of Langley Forest are a part thereof. The house stood approximately where the house owned and occupied by Mr. and Mrs. H. Mark Bowman now stands.

Across the pike from the Snyder property is "Sharon". This old stone house was originally built by Commodore Ap. Gatesby Jones. It was later acquired by Wm. T. Fletcher (see map), and subsequently by the Carper family. Mr. and Mrs. Bright M. Carper now live in the old house and farm the lands.

Leaving Langley and coming toward Lewinsville after passing "Hickory Hill", we see Mrs. Stevenson" on the map. This is "Ballantrae". Dr. Lugenbeel once lived there, as did Mr. Spahr. Mr. Frank Lyon, who also owned "Hickory Hill", and Percy Crosby, the cartoonist, originator of Skippy. The property is now owned and occupied by the Rosenbaums.

Reverting to the Leesburg Pike for a moment we pass "The Beeches". This property belonged to the Hutsons and Walters. Dr. Louis Mackall of Georgetown built the original house as a summer place. It was then known as "Whannhurst". Percy Crosby purchased it from Dr. Mackall. It is now owned by Mr. and Mrs. Mortimer C. Lebowitz..

Proceeding farther toward McLean and Lewinsville we see the James Shafer residence. This was still owned by the Shafers when I was growing up. It is now the residence of Mr. and Mrs. Stewart Robeson, and named "Merryhill".

Directly across the road is the property identified on said map as "Wm. S. Smoot". This is "Salona", a large and beautiful plantation. I have always understood that it was to this house that Dolly Madison, wife of President James Madison took some of the precious articles from the White House when the British invaded Washington in the War of 1812. The lands generally still belong to the Smoot family, but the old house and the grounds immediately appurtenant thereto were recently purchased by Mr. Cline DuVal. "Salona Village" and the commercial center on which is being erected the new Safeway and other stores are a part of this land. Mr. John D. K. Smoot, a direct descendant of Wm. S. Smoot has his home on a part of this farm and his brother, Henry Smoot and his wife reside in "Langley Forest."

This carries us up the road until we come to the sharp turn, known as Reid's Bend. The Reid family owned most of the property on the right side of the road at this point. An abrupt turn to the right at this point carries you into the old stone house marked "Mrs. Johnson".

This old and fascinating house is now owned and occupied by Mr. and Mrs. Norman Farquhar.

Still proceeding toward McLean, you will see "Mackall Hill" on the right. This hill formerly belonged to my great uncle, Richard C. Mackall, but at the time the atlas was printed in 1878 belonged to W. H. Dodge. Mr. Walter Boyle has owned this site for many years and still resides there with his daughter, Miss Fay Boyle.

We are now in the heart of the village of McLean. Continuing toward Lewinsville we pass the Laughlin house on the left, until recently Langley Co-operative School, designated on the plot "J. D. Cocker". Mathew J. Laughlin owned a considerable amount of land in this area. The subdivision "Bryn Maur" and other lands were a part of his holdings. His son, Clifton Laughlin, Sr., lived with his family in this house and his two sons, the late Clifton, Jr., and William inherited his lands. My recollection is that the original McLean store and post office was located in the office building across from this house.

The house designated on the map "James M. Magarity" is the old house on the right side of the road adjoining the property of James H. Beattie and now named "Toy Towers". West McLean is a part of the James McGarity (or Magarity) land and across the road is the property designated "Albert Peacock". The latter was, in my childhood, the home of the Heald family and is now owned by the Richardsons.

The road at this point leading into Falls Church passes through the property designated "David Mutersbaugh". The Mutersbaugh family lived there when I was a boy but it is now owned by Lewis Magarity. As a youngster, I was always fascinated by the fact that the house was on one side of the road and the barn on the other. As I grow older I see many more unusual things. It does seem, however, that whenever we drove through that road to Falls Church, the cows were just crossing the road and we were required to wait until they decided to let us pass.

At this point I feel that I must return to McLean proper and go up Old Dominion Drive for a short space. The lands on the road leading from the Leesburg-Georgetown Turnpike to Lewinsville were largely lands owned by the Ball family. The Trammells, Cockrills and others acquired parts of these lands. My present home, "The Wigwam" was a part of the Ball lands and was devised to me and my wife, Marion, by my mother's cousin, Caroline Ball Mackall, who married my father's brother, Henry. The "Mortimer Ball" property was owned by Wm. Salma Ball and his wife Martha and was known as "Elmwood". The old home is now owned and occupied by Mr. and Mrs. H. Leland Magill. The subdivision "Elmwood Estates", owned by William S. Ball's nephew, James Ball of Richmond, Virginia, is a part of this property.

Returning now to route 123 and proceeding from McLean to Lewinsville we find on the right the house designated "Lewis Griffith." This estate was acquired by Fred Drew and is still owned by his family. Mrs. Drew, the widow of Fred Drew, now lives with her daughter, Mrs. H. C. Gilpatrick, on a part of this estate. The entrance to the Gilpatrick house is on Old Dominion Drive just opposite Providence Forest.

Directly across the road from the "Lewis Griffith" house is the "Mason Shipman" property. Mr. John C. Davidson, who married my mother's sister, bought this place when I was a small boy. The Davidson's lived there only in the summer time, but during the summer months when things were dull at home I was always permitted to walk or ride horseback to visit my aunt and cousins at "Meadowbrook". "Meadowbrook", with its beautiful meadow and brook is today one of the loveliest places in the county and I am thankful to say is owned and occupied by one of the nicest families who have moved to this area, Judge and Mrs. Charles D. Hamel. I still visit there frequently but not on foot or horseback. Judge Hamel is Vice President of the Historical Society of Fairfax County.

We now have arrived at Lewinsville and I must admit I am a long way from home. Mankin's store on the corner, now Mr. Wood's Antique Shop, Besley's Store, the Presbyterian Church, the little school house and Tom Detrow's blacksmith shop are the things that come to my mind.

The Presbyterian Church and Cemetery are on the right just as the road bends at its intersection with the road leading from Falls Church to Great Falls.

Turning right at Lewinsville on the old road leading from Falls Church to Great Falls, the first house on the right, after passing the cemetery is the house designated as "Annie B. Hunter". No more charming house exists in Fairfax County than this lovely place, the present home of Col. and Mrs. Henry W. T. Eglin. Like many other places this house was inherited by Mrs. Eglin, the granddaughter of Annie B. Hunter.

The property on the hill across the road, designated as "John J. Shipman," was purchased by the Wells family and is now occupied by Mr. and Mrs. Carlyle Hall. Mrs. Hall was Elizabeth (Bessie) Wells.

The home of Mr. and Mrs. Hunter Mack is at the intersection of this road and the one leading to Ball's Hill.

Proceeding farther toward Scott's Run, on a high hill overlooking the run is the lovely home of Mr. and Mrs. Scott Butler. This place is designated on the plot "Jonathan McGarity". I know this place as

"Mr. Jimmy Magarity's Home." Mr. Jimmy was the son of Jonathan and the father of George Fred, Lewis and Henry, all of whom reside in the neighborhood. He may have had other children, but these I remember and know well today.

Beyond this is the lovely "Jackson House" now owned by Col. H. W. T. Eglin, first president of the Historical Society of Fairfax County. It was on the grounds of this lovely ancestral home of Col. Eglin (whose mother was a Jackson), that he entertained the society at its annual meetings during the two years that he was president. It is, however, across Scott's Run and beyond the confines of the territory I am trying to describe.

Retracing my steps to Lewinsville and turning left toward Falls Church, instead of right toward Great Falls. I shall go as far as the residence designated "J. A. Storm". This residence was at one time owned by Mr. John A. Storm, father of Henry A. Storm, J. Clemons Storm, Mrs. Fannie Hitchcock, and Mrs. Della Farver. It is now the residence of Mr. Preston Rogers who is recognized as one of the outstanding farmers in this area. It is always a pleasure to see the lands that have been tilled by "Pres" Rogers, including Meadowbrook the home of the Hamels.

The "Margaret Conley" house is the Samuel Pearson property. Mr. Pearson owned land on both sides of the road. He married Miss Stroman of Langley. Mr. Pearson was not only a good farmer, but his place was always immaculate, which is more than may be said of some farmers. The grass around his house was always well-kept and I have yet to see a farming implement left out of its shed. His land across the road from his residence was subdivided. Mr. Samuel Pearson's son, Ralph, better known as "Ep" lives in the first house beyond the Lewinsville intersection on about the spot where Tom Detrow's blacksmith shop was located.

Passing the Pearson house, we gaze on our left at the beautiful farm now owned and operated by Mr. and Mrs. J. Clemons Storm. This is the other place designated on the map as "Jonathan McGarity". Mr. John A. Storm, married Mr. Johnathan McGarity's daughter. He first lived, as I have said, in the home now owned by Mr. Preston Rogers, but later purchased his wife's ancestral home where he reared his family.

I am again approaching Scott's Run and as much as I would like to reminisce more, I feel I should stay within bounds.

Suddenly in about the year 1909 the peace and quiet of these two little communities was disturbed by the news that the Elkins Estate of West Virginia and John R. McLean, owner and publisher of the

"Mr. Jimmy Magarity's Home." Mr. Jimmy was the son of Jonathan and the father of George Fred, Lewis and Henry, all of whom reside in the neighborhood. He may have had other children, but these I remember and know well today.

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I am again approaching Scott's Run and as much as I would like to reminisce more, I feel I should stay within bounds.

Suddenly in about the year 1909 the peace and quiet of these two little communities was disturbed by the news that the Elkins Estate of West Virginia and John R. McLean, owner and publisher of the

Washington Post, were planning to run an electric car line from Rosslyn to Cumberland, Maryland. The line, or a spur thereof, was to run to Great Falls and would pass through this neighborhood somewhere between Langley and Lewinsville.

The entire countryside between Great Falls and Rosslyn was a bustle. Where would the line come? How long would it take? What effect would it have on properties? etc., etc.

My father, who was a lawyer, was employed by the new company to acquire rights of way, etc. I often rode in the buggy with him when he visited people all along the proposed line and heard him discuss the advantages thereof and how it would enhance the values of adjacent properties.

The location was finally determined. The cars were to start at 36th and M Streets in Georgetown adjacent to the car barn where the Capital Traction Company, now Capital Transit Co., had and still has its terminal.

The cars would then cross the old Aqueduct Bridge, the pillars of which may still be seen in the river just west of the Key Bridge, to Rosslyn and thence through Arlington and Fairfax Counties to Great Falls. The railroad crossed the old dirt road (now 123) running from Langley to Lewinsville at a point about half-way between the two post offices.

I spent many hours watching the grading of this road with scoops drawn by mules, and enjoying watching the mules balk and kick as their colored drivers, swung their black snake whips and shouted and sang as the work progressed. The road bed of this railroad is now the highway known as Old Dominion Drive and takes its name from the name of the railroad "Great Falls and Old Dominion Railroad".

I shall not attempt to describe all of the stops or stations along this line. The stations generally took their names from the families owning the adjoining lands and were located at cross-roads so that farmers could bring their milk and other produce to be shipped to Georgetown.

A passenger and freight station were erected at the point where the car line crossed the road leading from Langley to Lewinsville. This station was originally named "Ingleside" but the name was thereafter changed to "McLean" after Mr. John R. McLean, who was one of the owners and promoters of the railroad. Some of the stations west of this were "Ball's Hill", "Jackson", "Hitaffer", "Peacock" and "Elkins", the latter taking its name from the Elkins family who were co-owners with Mr. McLean.

Mr. Joseph Berry, present County Surveyor and my uncle, Ben-

jamin Mackall, did much of the surveying for this road. The latter was ably assisted by Col. Henry W. T. Eglin.

The advent of the railroad changed everything. The two communities became one. The voting place, which had been at Langley, was moved to McLean and is still known as "Langley Precinct".

The post offices at Langley and Lewinsville were abolished and a central post office set up at McLean. It is my recollection that the first postmaster was Mr. Rayburn, but only for a very brief time.

The property on which the McLean Market now stands was purchased by Mr. John A. Storm, who erected the building and brought his son, Henry A. Storm, from his farm and set him up in a general store. Mr. Henry A. (Lonnie) Storm, became postmaster of McLean almost at its inception and remained such until he retired about the year 1954. One interesting feature of this is the fact that the postmasters almost invariably changed with a change in the national administration. Mr. Storm, though a lifelong Republican, held this position consistently through all of these years. We Democrats always endorsed "Lonnie" Storm when our party was in power. It may be that his able assistant, Miss Myrtle Kidwell, who is still in the post office, was a contributing factor to this.

At the time the railroad came through and McLean was established, my sister, my three brothers and I were attending school in Georgetown. Due to the terrible condition of the roads and the fact that my father also had his law office in Washington, my family had been compelled to take up quarters in Georgetown for the winter months. There was no school at McLean at this time.

The railroad solved the problem of getting from McLean to Georgetown and most of the children of our ages took advantage of this. The problem of getting over that road from Langley to McLean had not been solved, however. My father rented houses on the car line for two winters and finally solved the problem by building a house at McLean where we lived during the bad winter months, and then back a mile and one-half to Langley for the rest of the year. Other families in Washington had summer homes in the neighborhood and we were right in style with our winter and summer homes.

A few years later another boom hit the community. Mr. Joseph Leiter, a wealthy Chicago financier, purchased a large tract of land on the Potomac River just below Langley. He hard-surfaced the road from Chain Bridge to his entrance and built a large house overlooking the river. The lands he acquired included the Cruickshank, parts of the Reids and parts of the Mackall tracts. After the death of Mr. Leiter, the U. S. Government acquired his lands and subsequently

purchased other lands of Reid's, Kirby's, etc. These lands compose the tract on which the U. S. Bureau of Public Roads has its experimental station and on which the C.I.A. has recently been considering locating. The Leiter house was destroyed by fire about the year 1944 after it had been acquired by the government.

The building of the so-called "Leiter Road" made it simpler for us to drive to Georgetown than to McLean. We drove with horse and dayton, left them at Dugan's Livery Stable on M Street and walked from there to either the Jackson School at 30th and R Streets or Western High School at 35th and R Streets. The drive took about two hours each way, but we did not have the mud and dust nor the walk from McLean to Langley after school.

McLean became a thriving community from the very beginning. A baseball team was formed. There are still some of us left around here who played on that original team. The Franklin Sherman School was built, a School and Civic League was formed and the village with its voting precinct soon became one of the most powerful in the county.

"McLean Day" was inaugurated, I think the first of its kind in the county. This was always held on the Saturday preceding the Democratic Primary in August. The entire neighborhood worked for days in preparation for this day. It was first held under the auspices of the School and Civic League before the Fire Department had been established. The carnival spirit prevailed and the politicians were always on hand to make their final appeal to the voters. There were games of skill, baseball games and tournaments and all that could be crowded into one day and one evening. Henry Hirst, who now lives just below Langley in the house fronting on the old pike at Merchant's Lane, usually won the tournaments. He had a beautiful horse, a steady hand and a keen eye and could run his lance through rings that others could not see. He rode as "The Knight of Langley" and always crowned Miss Mafie Carper, the "Queen of Love and Beauty". He subsequently married Miss Carper.

St. John's Episcopal Church was originally established at Langley as shown on the map. When McLean came into being, the question arose as to whether or not the church should be moved nearer the car line. There were those who strongly favored this move, including my family, and those who as strongly disapproved, including the Smoot family. The proponents finally won and the little structure was physically moved across the then open fields to its present site. The external structure has not changed since I attended Sunday School in it at Langley. The location of this church is about to be changed again. This time it will move back to the old pike above Langley. Since the fields are no longer open, we concluded to build an entire new structure this time. John D. K. Smoot and I as members of the vestry have

laughed over the early feud between our families over the location of this church.

The Baptist Church at McLean and the Methodist Church at Langley have likewise outgrown their present structures. The Baptist Church has moved into its new building on a part of the Smoot farm and a little farther down the road the new Methodist Church is well under way.

I am told that the Presbyterian Church at Lewinsville has grown beyond its capacity and is contemplating either enlarging or building a new structure. Its expansion is somewhat confined, however, by its large and beautiful cemetery where rest the ashes of most of the old families who took such a prominent part in building and preserving the security of this wonderful community. Many of the families who are buried there have not been mentioned in this article but played an equally important part with those who are mentioned.

The Catholic Church is located just below McLean off what is now Old Dominion Drive. I think the site was a part of the Carlin land. I know the Carlins, Peytons and Crimmins were among those active in the establishment of this church.

All of this area lying between El Nido and the Smoot property at Pimmit Run belonged to Thomas Sanford Wren. It was later acquired by the James Nathaniel Hall, the Irving Furlong and the Carlin families, and is now occupied mostly by their heirs and the Brookhaven Subdivision. Here, also, is the grave of the Reverend William Watters, the first itinerant Methodist minister born in America. I understand that this burial plot has been dedicated to the Methodist Church, which plans to make it a national shrine.

This constitutes my story of the formation of McLean as I recall it. I trust I have not dwelt too much upon my own family, but I feel that we were typical of those who lived here in the early days.

The big development which has and is now taking place in all directions is very recent. Most of us would have preferred that the countryside remain as it was, but realize that our proximity to Washington makes this no longer possible.

This area of country continues to be one of the most desirable residential sections around Washington. This is made possible because so many recognize the beauty and charm of the countryside and reflect in modern living the graciousness of the past.

A Day at Woodlawn with the Lewises

By Meredith Johnson

*Associate Superintendent, Woodlawn Plantation**

Since the history of Woodlawn is well known to most of you, I would like to give you an insight into the personality of the members of the household and into the daily life of those who lived here. I hope to give you a feeling of the time of Nelly and Lawrence Lewis and their children, to tell you briefly of the family's joys and sorrows and to sketch life at Woodlawn, mentioning great occasions and the ordinary things that happened, at a great house in Virginia, in the first half of the 19th century.

Let us say that you have been invited to spend a week, possibly a fortnight, at Woodlawn. The journey being long and arduous, a shorter visit would not be worth the trip. In the Lewis' time the estate was called simply, Woodlawn.¹ At the time The National Trust for Historic Preservation took over the administration of the property, it was felt that there might be confusion with the many cemeteries of the same name, and it was decided to call the estate Woodlawn Plantation. It was probably named because the Mansion house was set in an oak forest, and the grounds were truly a "wooded lawn."²

In the bedroom where Lafayette stayed, there is a lithograph of the Lewises showing the titled Frenchman over the grounds, and the density of the trees shown, bears this out. Too, it is known that the group of New Jersey Quakers who bought Woodlawn in 1846 from the Lewises, purchased it for lumbering.³ Thomas Hill Hubbard, a New York Congressman, visiting Woodlawn after Christmas in 1817, wrote: "From Mr. Lewis' house there is a fine view. The Potomac is about a mile and a half wide . . .", and farther, "Mount Vernon is in full view . . ." It can be assumed that the Lewises cut vistas through the forest in order to see the river and Mount Vernon.⁴

To get on with your visit, let us pretend that you were from Philadelphia. I know that one would be royally received should he be from there. Mrs. Lewis was a belle in Philadelphia during Wash-

(*This article is prepared from a paper given before the Association on June 26, 1955 at Woodlawn)

1. In all records available, letters, legal documents and all printed matter, the estate is always called "Woodlawn."
2. The Diary of Mrs. William Thornton, August 4, 1800 (typed copy at Woodlawn). *Potomac Interlude* by Dorothy Troth Muir, Washington, D.C., 1943, p. 29 *Alexandria Gazette*, April 29, 1846 (advertisement, with description of property, for auction of Woodlawn).
3. "History of Woodlawn" by Jacob M. Troth (typed copy at Woodlawn). *Gazette* ad of April 29, 1846.
4. Letter from Congressman Thomas Hill Hubbard of New York, to his wife, dated December 29, 1817 (typed copy at Woodlawn from copy owned by Miss Mary Lindsey of Alexandria, Virginia).

ington's presidency, and that city was her great love. Her two older daughters went to school there, as had she, and her only son read law there. In writing to Elizabeth Bordley Gibson her life-long friend, Mrs. Lewis said that her dream castle was always a house on Chestnut Street.⁵

A visitor from Philadelphia could bring Mrs. Lewis articles she had commissioned Mrs. Gibson to buy; silk and satin shoes of the newest colors from Krafts, a scarf that had been dyed or pressed, white corset laces, hanks of wool, gold lace, harp strings, a dress of canton or Nanking crepe which Mme. Peto had made up, or a wig for Mr. Lewis.⁶ Such was the variety of goods that came to Woodlawn from the City of Brotherly Love. In many ways did the Lewises look toward Philadelphia.

The visitor would leave Philadelphia by packet and arrive in Alexandria hardly less than two weeks later, and it was a hard day's carriage ride from town to Woodlawn. An especially distinguished visitor might prevail upon the ship's master to put in at the Mount Vernon wharf, or to linger off Dogue Creek, waiting for a small boat to land him at the Lewis' own pier. Only the hardest traveler would venture a coach trip all the way to Virginia.

If coming by road from Alexandria, the visitor used the Old King's Highway, which ran not too far off the present U. S. Route No. 1 South. The Mansion would first be seen as one turned off the public road onto the carriage road, which may be determined by the row of cedars, still standing, which hedged it, winding from the road up to the south, or service, wing. Rolling on to the farm road once the summit was reached, and into the carriage drive on the land side of the Mansion,⁷ the visitor would circle the boxwood, which Mrs. Lewis undoubtedly "slipped" from those at Mount Vernon, and alight at the west door.

Edward George Washington Butler, who later married Parke, the eldest daughter, described your host, in 1823, as "a remarkably gentlemanly man and the first impression which I can give you of him, will be by representing him as a true Virginian."⁸ Twelve years his wife's senior, a childless widower at the time of his marriage, Lawrence Lewis by all accounts was a gentle man. Not too provident, not a manager like his uncle, but "a gentleman of grave but interesting manners. His gravity appears to spring from a well-regulated mind and from

5. Letter from Nelly Custis Lewis to Elizabeth Bordley Gibson at Philadelphia, dated March 19, 1822 at Woodlawn (typed copy of this correspondence from 1794 to 1851, at Woodlawn; original at Mount Vernon).

6. Mrs. Lewis' letters to Mrs. Gibson, *passim*.

7. Miss Sarah Cox's Recollections of Woodlawn (at Woodlawn).

8. Letter from Edward George Washington Butler to his brother Anthony Wayne Butler at Yale College, dated April 12, 1823 at Washington City (typed copy at Woodlawn).

habits of kindness and great attention to the proprieties of life. He is a practical farmer, sensible in conversation and perfectly amiable in all his demeanor."⁹ In this description, by Congressman Hubbard, one naturally wonders at the attraction Lawrence Lewis held for Nelly Custis, a lively, social, sophisticated, urban product.

Lawrence Lewis was born at Kenmore, the son of Fielding Lewis and his wife Betty, General Washington's sister. In the Revolution he served as a Major on his uncle's staff, and after Washington's retirement to Mount Vernon, went there, in 1797, as a secretary and deputy host.¹⁰

Nelly Custis was eighteen at this time. Born Eleanor Parke Custis, she confided to Elizabeth Gibson, when her sister Eliza became Mrs. Law and she became "Miss" Custis, that she would "always be called *Eleanor* as Nelly is extremely homely in my opinion . . .," but the Nelly persists even today.¹¹ She was born in 1779 at Abingdon on the Potomac, below Alexandria, and after her father's death of camp fever two years later, went to Mount Vernon with her grandmother, Martha Washington. With the exception of brief visits at Hope Park, the home of her mother Mrs. Stuart, she lived with the Washingtons until their deaths, in 1799 and 1802.¹²

Living with the Washingtons, Nelly Custis was the center of much attention and was the first of a long line of "presidential daughters." to be adored in the press throughout the country. Benjamin Latrobe wrote in his journal that she:

"has more perfection of form, of expression, of color, of softness, and of firmness of mind than I have ever seen before or conceived consistent with mortality. She is everything that the chisel of Phidias aimed at but could not reach, and the soul beaming through her countenance and glowing in her smile is as superior to her face as mind is to matter."¹³

Quite apparently here was a beauty, and not only that, a talented one.

Twenty years later, in 1817, Congressman Hubbard wrote his wife:

"Mrs. Lewis is very handsome and has the advantage of a finished education and of many years' intercourse with polished society. She is a great favorite with Mr. Pitkin, (another mem-

9. Hubbard's Letter of December 29, 1817.

10. Letter from George Washington to Lawrence Lewis, dated August 4, 1797 at Mount Vernon, from Lewis of Warner Hall . . ., compiled by Merrow E. Sorley, Columbia, Mo., 1935, pp. 202-203.

11. Nelly Custis' letter to Elizabeth Bordley at Philadelphia, dated March 30, 1798 at Hope Park.

12. Mrs. Lewis' letters to Mrs. Gibson, *passim*.

Eleanor Calvert and Her Circle by Alice Coyle Torbert, New York, 1950, p. 40.

13. *The Journal of Latrobe, 1796-1820* by Benjamin H. Latrobe. New York, 1905, pp. 57-58.

The third child, Angela, sometimes called Ped or Tiffin, would be twelve in 1825, brown haired like her mother, robust, and according to Butler, "a beautiful and interesting little girl."²⁵ She was the last of the Lewises' eight children, born after Agnes, who died at school in Philadelphia at the age of fifteen in 1820, and two boys who died in infancy.²⁶ Angela being the youngest, and at home alone after her brother and sister were married, was the favorite of her parents. She was educated at home by her mother, who feared losing another daughter off at school, and her death at twenty-six, four years after her marriage to Charles Conrad, was a blow from which her mother never recovered. She died in 1838, just two months before her father.²⁷

Now you have met the Woodlawn family.

No visitor could help but be impressed by the view upon entering the hall and looking onto the portico and viewing Mount Vernon on the left and Dogue Creek and the Potomac on the right, through those vistas made by felling the oaks. In the hall might well have been the Hiram Powers statue of Washington that is here now, on a pedestal that brings the bust to the height of the man himself. Probably a marble topped table would be here, the one that Martha Washington left Nelly Lewis that had been stored in the Mount Vernon garret.²⁸ The Empire sofa also here now, may have been in the hall originally.

A guest at Woodlawn would have been put in either of the two second-floor front bedrooms with a superb river view. The beds would have been from Mount Vernon, possibly still dressed with the hangings Martha Washington willed her granddaughter,²⁹ or, if your room was the one in which Lafayette had stayed in December of the preceding year, it might have been done up in a very modish way, reflecting the taste of the French Directoire. A picture of Lafayette certainly would have been hanging here, a full-length portrait taken when he was in this country that had been given Nelly Lewis.³⁰

Undoubtedly any new guest soon would have been taken on a tour of the gardens and grounds, just as one sees Lafayette with the Lewises as guides, in the picture hanging now in the room where he stayed. If it were late April or May, and that was the nicest month at Woodlawn, the time Mrs. Lewis repeatedly begged Mrs. Gibson to visit, the wing would have been covered with Carolina yellow jasmine, smelling so sweetly, according to the mistress of the Man-

25. Butler's Letter.

26. Sorley's *Lewis of Warner Hall* . . . , p. 228.

27. *Ibid.*, pp. 228-229.

28. *General George Washington's Will* . . . , Washington, D. C., 1904, p. 48. (Martha Washington's Will).

29. *Ibid.*, p. 43.

30. Hubbard's Letter.

sion.³¹ The multiflora roses on the pillars of the portico would not yet be out, but on the walk from the portico, past the smokehouse, down to Lorenzo's bower on the north slope, violets and hyacinths would be in bloom.³² The bower itself would be covered with the woodbine, and from it one could see the orchard, blossoming with apricot, peach, apple and cherry trees.³³

Walking back up the path, one might see a small garden, off the north wing, which the Lewises would have planted in the interval they lived in that area.³⁴ There would be boxwood and roses, Damask or a white variety.³⁵ Walking to the land side of the house, the Lewises would undoubtedly point out the design, formed by the carriage road and paths, of a rose in bud, patterned after one of the Mount Vernon gardens.³⁶ The visitor might well feel as did Angela, in a letter to her fiancé Charles Conrad, "there is no place like Woodlawn, and now that spring has commenced, it begins to look sweetly."³⁷

The routine of the Mansion, according to our informer, Congressman Hubbard, called for a light and late breakfast, though Major Lewis being a farmer must have had an early, substantial one.³⁸ A recently arrived visitor would have retired to his room and been served some refreshment there. In the heat of the afternoon he might have dozed at the window overlooking the river, or possibly picked up a book provided for his entertainment. It could have been *Kenilworth*, which Parke read three times, "so much am I charmed with it . . .",³⁹ or *Benger's Life of Ann Boleyn*, a life of James the First, or *The Voices From St. Helena*, about which Mrs. Lewis remarked, "Bona understands the art of puffing himself—I think, though, with all his faults, his fate was very hard in that horrid Longwood."⁴⁰

At 4:00 dinner was announced. Congressman Hubbard reported that "everything is on a grand and liberal scale,"⁴¹ so we may assume that there would have been a swarm of house servants, toting food back and forth through the south hyphen, from kitchen to dining room, in large silver vessels or on trays, or on the blue and white china Mrs.

31. Mrs. Lewis' letters to Mrs. Gibson at Philadelphia, dated June 13, 1822 and May 7, 1823 at Woodlawn.

32. Letter from M. E. Angela Lewis to her fiancé Charles Magill Conrad at New Orleans, dated April 1, 1838 at Woodlawn (typed copy of this correspondence from 1834 to 1835, at Woodlawn; original at Mount Vernon).

33. Mrs. Lewis' letters to Mrs. Gibson, *passim*.

34. Miss Lewis' letters to Mr. Conrad, *passim*.

35. It can only be supposed that there was a garden here, which would be natural, as convenient to the first living quarters of the Lewises at Woodlawn.

36. Mrs. Lewis to Mr. Conrad, dated October 18, 1834 at Woodlawn.

37. Miss Lewis to Mr. Conrad, dated May 30, 1838 at Woodlawn.

38. Report, by Alden Hopkins, Landscape Architect, of the Archaeological Survey at Woodlawn in the Spring of 1954, conducted by James Knight, as part of the restoration of Woodlawn's garden and grounds by the Garden Club of Virginia.

39. Miss Lewis to Mr. Conrad at New Orleans, dated April 1, 1835 at Woodlawn.

40. Hubbard's Letter.

41. Frances Parke Lewis to Mrs. Gibson at Philadelphia, dated April 29, 1821 at Woodlawn.

42. Mrs. Lewis' letter to Mrs. Gibson at Philadelphia, dated January 15, 1823 at Woodlawn.

43. Hubbard's Letter.

ber of Congress, and a brother-in-law of Hubbard) who says in addition to her brilliant acquirements that she is a pattern of every domestic virtue and an excellent housekeeper . . ."

And unfortunately Mr. Hubbard adds, "and this I am surprised to hear is the characteristic of the Virginia ladies generally."!¹⁴ Edward Butler, the son-in-law to be, wrote his brother that she "is one of the most excellent, most charming of women, I ever met with in the course of my life."¹⁵ This couple, Nelly and Lawrence Lewis, would be your hosts at Woodlawn.

Imagining that your visit would be about 1825, the three surviving of eight Lewis children would be on hand to greet you. The first-born child, Frances Parke, called Parke, would be almost twenty-six. Dark complexioned, not too robust, she had been educated by her mother and in Philadelphia, where she had lived with the Gibsons. She played the harp and sang.¹⁶ Her future husband, Colonel Butler, called her a paragon, "she is indeed an elegant and accomplished woman, as an evidence of which is perfectly genteel, remarkably amiable, very prudent, entirely unassuming and insistent in her endeavors to please those around her."¹⁷ Parke married the gentleman, despite some doubts of her mother, in 1826.¹⁸

The only survivor of four sons, Lorenzo, called Lolen, was born in 1803, at Woodlawn,¹⁹ when his parents were living in the two rooms of the north wing, before the main block of the Mansion was finished.²⁰ He attended Yale in 1821,²¹ and in 1825 would be reading law with Mr. Gibson in Philadelphia.²² There he met his wife, Esther Maria Coxe, and for a while the young couple lived at Woodlawn, but his father bought Audley, a large farm near Berryville, where the young Lewises moved and where Nelly Lewis lived after Lawrence Lewis' death in 1839.²³

Lorenzo's mother, in recommending him to Mrs. Gibson, wrote that his only real fault was idleness, and that his friends said he spent all his time in the company of young ladies.²⁴ We know that he was a taxidermist in his youth, and a good one, as attested to by his collection, still intact in the Woodlawn Museum, part in one of Lorenzo's own cases.

14. Hubbard's Letter of December 29, 1817.

15. Butler's Letter of April 12, 1823.

16. Mrs. Lewis' letters to Mrs. Gibson, *passim*.

17. Butler's Letter.

18. *Daily National Intelligencer*, April 11, 1826, p. 2, column 6.

19. Sorley's *Lewis of Warner Hall* . . . , p. 214.

20. Letters from Nelly Custis Lewis to Mrs. Charles Cotesworth Pickney at Charleston, S.C., dated February, 1804 at Woodlawn, from Torbert's *Eleanor Calvert* . . . pp. 111-112.

21. Mrs. Lewis to Mrs. Gibson at Philadelphia, dated March 22, 1821 at Woodlawn.

22. Mrs. Lewis' letter to Mrs. Gibson at Philadelphia, dated January 14, 1824, postmarked at Alexandria.

23. Mrs. Lewis' letters to Mrs. Gibson, *passim*.

24. Mrs. Lewis to Mrs. Gibson at Philadelphia, dated May 7, 1826 at Woodlawn.

Lewis inherited from her grandmother.⁴² The chairs would have been new, curly maple of Duncan Phyfe design possibly made by the designer himself, and which are here today.

Mr. Hubbard described the meal thusly:

"The table was spread with double table cloths, and the first course consisted of beef, mutton, oysters, soup, etc. The first cloth was removed with these viands and the clean one below was covered with pies, puddings, tarts, jellies, whips, floating island, sweetmeats, etc., and after these we came to the plain mahogany table. Clean glasses were brought on and a lighter kind of wine with fruit, raisins and almonds."⁴³

Of necessity, a nap was in order following dinner. As the day grew to a close and the evening breezes sprang up, guests assembled once more, this time in the music room. This, the most elegant room in the Mansion, the only one with a cornice, was filled with a set of Sheraton chairs that came from Mount Vernon, and between the windows hung a mirror, also from the New Room at Mount Vernon.⁴⁴ Probably here were the Savage portraits of the Washingtons, with a print of Cotesworth Pinckney between.⁴⁵ Surely the oil copy of *The Washington Family* that Mrs. Lewis inherited was in this room too.⁴⁶

If the weather were clement there would be a large company assembled. Visitors might include General Jackson, who, oddly enough, considering her background, was the only president from Washington's time that Mrs. Lewis admired. General Gaines was a frequent visitor. One might also find Judge Washington, then in residence at Mount Vernon, Philadelphia Powells or Morrisises, Dr. Henry Daingerfield (a neighbor), Lowndeses or Poinsetts from South Carolina, or a Livingston from New York.⁴⁷

The entertainment was always music. Mrs. Lewis sang, and played both the pianoforte and harp. Both instruments would have been ready for playing. Parke also sang and played the harp, but Lorenzo was not quite as musically gifted. His mother wrote Mrs. Gibson:

"his chest will not bear the flute, and I fear he will torment catgut and murder music a long time before he plays a tune decently."⁴⁸

42. *Washington's Will*, p. 43.

43. Hubbard's Letter.

44. *Will*, p. 43.

45. Mrs. Lewis' letter to Mrs. Gibson at Philadelphia, dated October 14, 1822, at Woodlawn.

46. *Will*, p. 43.

47. Mrs. Lewis' letters to Mrs. Gibson, *passim*.

48. Mrs. Lewis' letter to Mrs. Gibson at Philadelphia, dated November 10, 1822.

The music might have been Pleyel's *Sonatas for Four Hands*, for pianoforte, or Theodore Smith's duets for four hands, or if vocal, a song by Capron entitled *The Shepherd*, which ended, "The swans may in manners compare But their love is not equal to mine." These pieces are in Mrs. Lewis' collection at Mount Vernon. At Woodlawn there is another group, including: *Six Cotillions and Three Hornpipes* by Phil. Trajetta, some Mozart for violoncello, *General Brown's Grand March*, and an Irish love song with a political turn, for flute or guitar accompaniment, that goes:

"But oh! how vain in ev'ry joy,
Where Nature has no part!
New beauties may my eye employ,
But you engage my heart:
Thus restless Exiles doom'd to roam,
Meet Pity ev'ry where;
Yet languish for their native home,
Tho' Death attend them there."

The scene in the music room would have been one of richness and pleasure. The servants passing coffee and tea to the guests,⁴⁹ Mrs. Lewis with some of her interminable needlework, the musicians bending over their instruments, while the others enjoyed the music and the sight of the moon on the water outside the windows.

The music might well have continued far into the night. Mrs. Lewis wrote: "We had some fine music lately, . . . (General Brown's aid) who plays very well on the violin & sings well, Capt'n Mackay, (Genl Macomb's aid) on the flute, & Parke, the Harp—they harmonize very agreeably . . . we sat up until half past one at night, & thought it was only 10 . . ." ⁵⁰

Most of the guests would have spent the night, the hour being late and the trip so long. It might be supposed that your host would have some time been in bed, and that Mrs. Lewis would have bid you goodnight alone, standing in the lower hall and offering a chamber stick from a tray set out by the servants. Ascending the stairs, in two and threes, and going into the bedrooms in similar groups, the guests undoubtedly discussed the pleasures of the day, the charm of the Lewises and the magnificence and splendor of the Mansion. Congressman Hubbard contemplated this, remembering "the service of plate" . . . which was "very rich . . . waiters and . . . servers . . . of massive silver . . .", but, as he wrote his wife "all these sink into insignificance when you contemplate the virtues of this admirable family." ⁵¹

49. Hubbard's Letter.

50. Mrs. Lewis' letter to Mrs. Gibson at Philadelphia, dated May 22, 1821 at Woodlawn.

51. Hubbard's Letter.

The Centreville Community—1720-1860

By Laurence M. Mitchell

When the history of Fairfax County is written the story of the Community at Centreville will deserve special attention. It may be the oldest town or village in present Fairfax County¹ and the surrounding area was the scene of two of the greatest battles of the War between the States. Indeed, these engagements might well have been recorded as the battles of Centreville since both were fought over terrain nearer to Centreville than Manassas, and both deeply involved the little village on the ridge overlooking the valley of Bull Run. However, the records of the military engagements in this area are relatively well known while the story of the Centreville community prior to 1860 has never been recorded. This account will, therefore, be limited to the history of a village called *Newgate*—begun where an Indian trail and one of the first roads in northern Virginia crossed a stream called Rocky Run sometime before 1730—and the chronicle of the town that succeeded Newgate which its founders called "Centerville."

Periodically since its beginning the community of Centreville has been stirred by the hope of developments that might expand the village into the central city envisioned by its founders, but the great plans did not lead to accomplishment. In 1860 the population of Centreville was less than it had been in 1800 and two centuries after its beginning at Newgate it was an inconspicuous village on a modern highway.

When "King" Carter and his friends patented their great tracks in the area surrounding Centreville they assumed that they could renew and extend the prosperity that the earlier plantations on the peninsula of the Northern Neck had gained from the cultivation of tobacco; that they could extend the manorial society of Tidewater Virginia indefinitely into the virgin forests of the frontier. Nature and the weight of the first agricultural surplus in America opposed them. The soil of Fairfax County was not well suited to the production of tobacco and, in a market glutted by production in other areas and curtailed by British restrictions, the crops produced were of inferior quality.

The discouraging results of Washington's experience in growing tobacco at Mount Vernon were repeated in western Fairfax County,

1. The assumption that Centreville may be the oldest village in Fairfax County is based on the evidence that there was a settlement at the place called Newgate on Rocky Run before 1746. Colchester established at about the same time has not survived as a recognized community center, Alexandria, first called Belle Haven after the establishment of a tobacco warehouse on Hunting Creek in 1730, is not now in Fairfax County. The present city of Falls Church, presumably begun with the erection of the church there in 1733, may claim an earlier beginning but it is a moot question which may never be decided to the satisfaction of all concerned.

and by 1760 the forest was moving in to reclaim many of the fields first cleared. In 1773, Robert Carter, the "King's" grandson, wrote to the overseer of his Leo Plantation on Bull Run: "The present appearance of tobacco trade forbids the making of leaf tobacco and I . . . forbid prizing into hogsheds even one pound of tobacco . . . except such tobacco as shall be stemmed."² The planters experimented with other crops, but with indifferent success and the speculation in land in northern Virginia subsided, leaving a church, a grist mill, and a store at the place called Newgate on Great Rocky Cedar Run.

In 1791, the construction in Pennsylvania of a toll road aroused interest in Virginia, and the merchants of Alexandria proposed to construct a "turnpike" to run from that city to the Rappahannock below the present town of Warrenton. Acting on the assumption that the new road would follow an existing road through Newgate, the landholders in that vicinity proposed the establishment of a new town. On November 12, 1792, the Virginia Assembly authorized such a town to be built on "seventy acres of land lying near Newgate, in the county of Loudoun, the property of John Stewart Alexander, Presley Carr Lane, and Francis Adams . . . by the name of Centerville."³ There were many delays, and in the meantime the first turnpike in Virginia running from Alexandria to the crossing of the Little River at Aldie was completed. The wagons from the Shenandoah which had theretofore followed the old mountain road through Newgate turned to the more direct route provided by the Little River turnpike and the travel through Centreville was accordingly diminished. The construction of the Fauquier and Alexandria turnpike was extended beyond Centreville before 1820 but the travel from the south did not compensate the new town for the loss of that from the west that had been diverted to the more direct route to Alexandria. There had been a brisk sale of lots in Centreville in the first years following its establishment but that brief boom was shortly ended.

In 1853 the Manassas Gap Railroad, running from the Shenandoah Valley to a junction with the Orange and Alexandria at Manassas, took steps to avoid the payment of rental to the later road for the use of its tracks from Manassas to Alexandria and set about the construction of a line to run from a point east of Thoroughfare Gap to Alexandria by way of Centreville and Fairfax Court House. The surveys ran just northwest of Centreville and speculation in that community revived. In 1861 war put a stop to that enterprise, and when it was over the depreciated assets of the Manassas Gap road were sold to the Orange and Alexandria and the hope of a railroad at Centreville ended.

2. "Robert Carter of Nomini Hall" by Louis Morton—*Williamsburg Restoration Historical Studies*—page 131.

3. Henning "Statutes at Large," Volume XIII, Chapter LXVII page 580.

Fame without good fortune came to Centreville with the first great battle at Bull Run, and for four years the little village on the high ground overlooking the valley of Bull Run was in the news throughout the nation. For the greater part of that time it was an armed camp occupied alternately by opposing armies, the strategic center of the war in northern Virginia.

For three-quarters of a century after 1865 Centreville was relatively unaffected by the growth of the nation and the development of a great capital city on the Potomac twenty-two miles to the east. Occupancy of the cluster of houses at the crossroads changed from time to time, and for the most part the succeeding generations of the community dispersed to find their fortunes elsewhere. The only industry in the village—a tanyard—disappeared and the water wheels of the two grist mills on Rocky Run, that had been built before the revolution, decayed and stopped. The landmarks of old Newgate, including the site of a church built there in 1746, were covered by a returning growth of pines and cedars and matted honeysuckle. The old stone church and a few houses that had served as hospitals or headquarters of the generals of the North and South, and the depressions that identified the fortifications of Centreville were pointed out to interested visitors, but to the increasing number who came to Virginia to see the homes of Fairfax County's great citizens Centreville was only an unimpressive village on the road that led to the battlefields of Bull Run.

The drivers of the first automobiles that passed through Centreville after the turn of the century marked the beginning of another era. The surface of the old turnpike had been obliterated by the weight of the traffic of nearly a hundred years, and the drive from Washington to Warrenton was an adventure attended by hazards that few were willing to face. A driver who attempted the trip on July 24, 1911 reported: "Mud, deep up to the axles, was a common condition mile after mile over soft red roads. At times it was impossible to cover ground faster than five miles an hour, so wretched were the road conditions. The driver of the Packard, Lee Folger, was fined \$25.00 for frightening a horse."⁴ By 1930 the present four-lane highway was completed to the crossing of Cub Run, and although the effects of that improvement were delayed for nearly twenty years by a national depression and a war, it marked the beginning in northern Virginia of that recent expansion of the metropolitan area of Washington which has so profoundly affected all of old Fairfax County. Now the old landmarks of the community surrounding old Newgate and Centreville are disappearing before the bulldozers of burgeoning subdivisions, and the family records and traditions which supplement and color the bare facts of community history are obscured as the older order changes giv-

4. Report of a Reliability Run—Washington to Richmond. *Washington Evening Star*, May 27-31, 1910.

ing place to the new. If the history of old Centreville is to be assembled, it is time to be about it.

The assembly of the information which has served as the basis of this account has, although limited by lack of time, been laborious, since thus far it has involved a search of the old records of five counties and certain colonial records at Richmond. It should be noted in this connection that practically all of the area north of the Rappahannock and east of the Blue Ridge was first included in Prince William County established in 1732, and that Fairfax, Loudoun, Fauquier, and Arlington Counties, as well as the city of Alexandria, were created by later subdivisions of the area first included in old Prince William. Historical research in the Centreville area should take particular note of the fact that from 1757 to 1798 that part of present Fairfax County lying west of Difficult and Little Rocky Runs and including the area surrounding Centreville was in Loudoun County and the records of that period are preserved in the courthouse at Leesburg.⁵

In general, this account is concerned with the area between the present village of Centreville and Bull Run and to the north and east for a distance of about five miles, and only with the history of the Centreville community prior to 1860. It does not pretend to be complete in any sense. There is a great deal of information concerning the early history of western Fairfax County and the families which settled in and developed that region which has not been assembled or discovered, but which can be found by patient and laborious examination of existing records. The old and well worn land records of the colonial period preserved in Richmond and in the county court houses contain a record of land titles established since the beginning of the Virginia Colony and a great deal of information which identifies and places in perspective the men and women who claimed, lived on, and disposed of the land. The records of Royal grants, patents by a proprietor, deeds, wills, and court orders is also a record of people. Moreover, such records, while limited in content, consist for the most part of uncontrovertible facts.

In 1860 the area surrounding Centreville was nearly as it had been when the town was founded. Descendants of the first settlers in the fourth and fifth generations remained in the community but many had gone to seek greater opportunities in the west, and some of the early family names had disappeared. The large landholdings in

5. Loudoun County, established by act of the Virginia Assembly on June 8, 1757 was described by the act to include "all that part of Fairfax County above Difficult Run which falls into the Potomac River and by a line from the head of said Run a straight course to the the mouth of Rocky Run." In 1798 the Assembly approved the return to Fairfax County of the area south and east of "a line drawn from the mouth of Sugarland Run to Carter's Mill on Bull Run." The area surrounding Centreville was, therefore, a part of Loudoun County from 1757 to 1798. Referring to the boundary revision of 1798, Fairfax Harrison wrote: "the new line of Fairfax-Loudoun, i.e., Sugarland to Carter's Mill divorced the Cavaliers from the Quakers." (Landmarks of old Prince William Vol. I, pp. 329-330.)

the vicinity had become smaller by the divisions of inheritance and by sales made to implement an income from farms that decreased with each decade. The towns of Colchester and Dumfries were only reminders of the Great Potomac River trade, and Alexandria, defeated in the competition with Baltimore for first place as the market for the produce of the west, had declined. The city of Washington—in 1860—was the capital of a nation and not much else.

In the Eagle tavern of Centreville in 1860, national political issues grew sharper and the discussions more heated as a national election approached. The discussions settled nothing, and watching and listening to the development of a great regional conflict over which they had no control the families of the community were drawn into a conflict which engulfed them in four years of war. Thereafter the memory of war was preserved in the community by the stories of the elders and by the forts and the trenches and the markers on the battlefields. It was as if a curtain had been drawn by violence on a community history of two hundred years and all that had gone before had been obscured.

EARLY LAND GRANTS ALONG BULL RUN AND ITS BRANCHES

The story of the community that was first known as Newgate and later as Centreville begins with the earliest land grants along Bull Run and its branches and requires a brief reference to the circumstances which so greatly affected the development of all the area between the Rappahannock and the Potomac which, since the earlier years of the Virginia colony, has been known as the Northern Neck.⁶ In 1649 Charles the II, then a refugee who had found sanctuary from the wrath of Cromwell in France, granted to seven of his impoverished followers all of that part of Virginia "bounded by and within the heads" of the Potomac and Rappahannock Rivers, an area which, when specifically defined after a century of contention and litigation, was found to contain 5,280,000 acres.⁷ In due course and by inheritance and purchase, the title to that vast domain was vested entirely in the Culpeper family and finally in Thomas, the Sixth Lord Fairfax, Baron of Cameron in Scotland.

The story of the proprietary is an interesting record of the results of an irresponsible grant by an exiled King, and of the struggles and intrigues of ambitious men in Virginia to gain possession of the best land at the disposal of the proprietor, either for quick profits by lease or sale to the home builders moving into the frontier or to hold for

6. The term "Northern Neck" was first used to describe that part of Virginia between the lower reaches of the Rappahannock and the Potomac Rivers. As settlement moved northward the entire area north of the Rappahannock and included in the Fairfax proprietary was called the "Northern Neck" and was so referred to be Lord Fairfax.

7. "George Washington" by Douglas Southall Freeman, Appendix I, pp. 507.

the benefits of their descendants. The history of the Fairfax title and the grants made under the proprietorship has been laboriously compiled first by Fairfax Harrison and more recently by Douglas Southall Freeman. Those careful and competent historians came to the same general conclusion which was succinctly expressed by Freeman: "One verb told the story of the proprietary for almost half a century: It was grab, grab, grab; the rest was detail."⁸

Under the terms established by Lord Culpeper and maintained by Lord Fairfax, land in the Northern Neck was conveyed by patents issued by the proprietor's agents in Virginia in return for a fixed annual "quit rent" of two shillings for every hundred acres. South of the Rappahannock, where the land grants were made by the colonial authorities acting on behalf of the Crown, land was allotted only in return for some service to the Colony, or on the basis of "head rights," a term which referred to the number of persons, including servants or slaves, brought to the Colony by an applicant for undeveloped land. Grants by the authorities at Williamsburg were issued subject to the provision that they be "seated." A tract of land was said to be seated when certain required improvements, such as clearing of forest and the erection of dwellings, had been made. There were no such requirements in the Northern Neck and no effective limits upon the amount of land that could be acquired by an individual. So long as the quit rent was paid to the proprietor the man who took a patent in Fairfax County and his descendants could hold the land indefinitely, improve their holding at their pleasure, or let it lie idle in the forest. They could lease the land or convey it to others at their own price and, in short, enjoy practically all of the privileges of a holder of title in fee simple, subject always to the uninterrupted payment of the specified rent to the proprietor. While some effort was made to limit the size of land grants to any individual, it was ineffective insofar as men of wealth and influence were concerned and they made the most of their opportunities.⁹

The settlement of Northern Virginia followed the watercourses. The streams that drained the forests of the eastern slopes of the mountains and the Piedmont offered natural routes into the wilderness for the land hunters and provided the only easily recognizable landmarks to which reference could be made for the purpose of locating early land grants. They marked the valleys in which fertile land was most likely

8. "George Washington" by Douglas Southall Freeman, Vol. I pp. 6.

9. The "Quit Rent" system established by Fairfax in the Northern Neck and the effect of that system on the development of the northern counties of Virginia has not, generally, been understood. Based on an old English practice, it was established in Virginia with the full approval of the wealthier families who saw in it an opportunity to establish a baronial control of the land. For a further study of the system reference is made to "Land Systems in the South" by J. C. Ballagh, American Historical Association report for 1897-99" and "The Quit Rent System in the American Colonies" by Beverly Bond, New Haven 1919. Also "An Economic History of Virginia in the Seventeenth Century" by Philip A. Bruce, New York 1907 and "Landmarks of Old Prince William" by Fairfax Harrison privately printed in 1924.

to be found and finally they provided a reliable source of water for man and beast.

The first movement westward from the scattered settlements along the Potomac was along the Occoquan and its principal branches, which with their smaller tributaries drain a great part of Fairfax County. The student of the early history of Northern Virginia will be well advised if he, first of all, becomes familiar with the streams, large and small, by which nearly all early land grants were located.

The official record of the first land grants or patents is a catalog of Occoquan from the town of Occoquan to Wolf Run Shoals, then of the creeks, runs, branches, and licks, including many inconspicuous trickles that have now disappeared. In most instances the names given to the streams prior to 1750 are still in use and they fall into four categories: Those having Indian names or an English version of an Indian name, such as Occoquan or Accotink; names intended to be descriptive, such as Great Rocky Cedar Run, Flat Lick, or Difficult Run; names which identified early settlers or landholders on the streams, such as Young's Branch or Johnny Moore Creek; and names still more intriguing which, presumably, recorded some early experience or observation, such as Cub Run, Elk Lick, and Cold Scent Branch. It does not take much imagination to recreate the experience of the frustrated hunters who identified the last mentioned stream as the place where the hounds lost the trail, but unimaginative attorneys or clerks who in later days copied the deeds which conveyed the land surrounding the spring and its outlet wrote it "Coldsent" and thus left their successors and the community the poorer by a loss of local color. Until the Johnny Moore, whose name has for more than two hundred years identified the branch of Bull Run which has its source near Fairfax Court House, has been identified, his place in history must be left to conjecture. So also must the origin of the name of Bull Run, Pope's Head, and the Frying Pan Branch of the Horsepen.

In a land covered with forest and without any man-made landmarks, the streams provided the most practical means of locating land holdings and early homes. The identification of an early land grant, as on the Piney Branch of Pope's Head or the Flat Lick of Cub, is not now very specific, but such descriptions served their purpose in their time. Each landholder was expected to clarify and maintain his boundaries, and in that effort they had the help of the annual "processioning" by the vestries of the church. In a time when an important corner could be identified in a survey as "a white oak stump where Johnny killed the bear," a line which followed a stream "with the meanders thereof," was relatively, a positive description.

The exploration of the forest that covered Fairfax County in the Seventeenth century by men interested in acquiring land did not begin

until after 1650, but by 1669 patents had been issued for land along the Virginia shore of the Potomac as far as the head of tidewater at Georgetown. The applications for land grants in this area seem to have reached a peak in the summer of 1657 when twenty-seven patents for 22,800 acres were issued. Almost entirely, and, perhaps, without exception, these patents were taken by speculators who had no immediate intention of occupying or developing the land and the descriptions of the tracts claimed, identified only by reference to streams flowing into the Potomac, then unnamed, were vague and lacking in any support of surveys. It was about this time that the land hunters discovered that the Piscataway and Anacostan Indians who were occupying the Virginia shore of the Potomac above the Occoquan were hostile, and to that barrier to further exploration another complication was added when the authorities at Williamsburg were informed that they had no right to issue patents in the Northern Neck. While an agreement was reached in 1669 by which the proprietors recognized land titles in the Neck issued by the Governor of Virginia prior to 1661 provided the claimant was in actual possession of the land, the uncertainties created and the opposition of the Indians prevented any significant settlement in Fairfax County until after 1700, and most of the original patents north of the Occoquan were abandoned.

In 1702, Robert Carter, a wealthy planter and political leader of the Colony, was appointed agent in Virginia for Margueritte and Catherine Culpeper then the proprietors, with authority to issue land grants in the Northern Neck. Carter, who was called "King" Carter by his contemporaries because of his influence and dominating personality, undoubtedly affected the settlement and development of northern Virginia more than any other single man, and his influence was nowhere more controlling while he lived than it was in the area that was to become Fairfax County. Carter's first agency lasted from 1702 to 1711 when he was succeeded by Edmund Jennings and Thomas Lee. Lee was the active agent and while he made grants along the Potomac extending into present Loudoun County, the continued threat of the Indians prevented any settlement of the "back country." As it happened the agreement of the Iroquois tribes to surrender all of Virginia east of the Blue Ridge to the white men, established by the Treaty of Albany in 1722, came at the time that "King" Carter succeeded Lee to become again the agent in Virginia for the proprietor. The stage was set and Carter was fully capable of taking the lead.

In the next ten years—1722-1732—Carter issued patents for 600,000 acres in the area extending from the Potomac across the Blue Ridge into the Shenandoah Valley. Approximately one-third of the land granted, or some 200,000 acres, was patented in the name of members of his own family and a large part of the remaining 400,000 acres was taken up in large tracts by those associated with him. Five men—Carter, George Eskridge, George Tuberville, Francis Aubrey, and Willoughby

Newton—acquired nearly 80,000 acres on Bull Run and its branches, and before 1730 their large holdings surrounded the future site of Centreville.

The early records of the Virginia Land Office and Prince William County indicate that the first patent above the Occoquan was issued in 1707 by "Marguritte and Catherine Culpeper" to their agent in Virginia, Robert Carter. The patent was on Bull Run where Wolf Run enters that stream.¹⁰ Two years later on February 25, 1709, Captain John Waugh of Stafford County, the son of the troublesome minister of Overwharton Parish, took a patent for 1,025 acres adjoining Carter "on Pope's Head Creek and Wolf" and on September 10, 1710 John Waugh, Senior and John Waugh, Junior, took a patent for 2,800 acres described as "between Pope's Head and Johnnymore's Run beginning at the mouth of Pope's Head on the upper side thereof."¹¹ Thomas Hooper took 900 acres on the "Giants Castle" branch of Pope's Head in 1710 and Peter Smith patented 1,160 acres adjoining Hooper in 1712.¹² On March 4, 1716 Hooper took another tract on both sides of Bull Run at the mouth of Pope's Head, and in the same year Wansford Arrington patented a tract of 335 acres just below Hooper on Bull Run.¹³ Mark Chilton came into the area in 1714 and his patent of that year contains the first use of the name "Bull Run" which had previously been known as the north branch of the Occoquan.¹⁴ Walter Griffin, Jr., patented 409 acres on "an upper branch of Pope's Head" on October 1, 1720, and thus gave his name to one of the earliest roads in Fairfax County.¹⁵ The Reverend Alexander Scott patented 200 acres adjoining Waugh on April 3, 1723.¹⁶ All of these patents were in the vicinity of the present village of Clifton and with the exception of the Griffin and Scott tracts were between Clifton and Bull Run.

By 1724 Robert Carter was ready to feather his own nest, and in that year he patented two great tracts on Bull Run in the names of his sons. The first which he designated as the Bull Run tract contained 41,660 acres, and the second called the Lower Bull Run tract, patented on October 12, 1724, containing 6,030 acres.¹⁷ For some reason these two great tracts were not adjoining, and in 1729 Carter took another patent for 2,959 acres to fill the gap.¹⁸ Thus by three patents Carter acquired possession of an area which, by his surveys, included 50,649 acres extending from the present town of Manassas along Bull Run to the Bull Run Mountains. The actual acreage was greater since later sur-

10. Fairfax Land Records—Records of Surveys p. 124.

11. Northern Neck Land Records No. 3, pp. 254-264-265 and Prince William Deed Book B pp. 474-479.

12. Fairfax Land Records A-1 p. 312; Prince William B 67-70.

13. Fairfax Plat Book pp. 17-18.

14. Prince William Deed Book B 148-149.

15. Prince William Deed Book B p. 260.

16. Prince William Deed Book B p. 19.

17. Northern Neck records A-90 and C-7.

18. Northern Neck Land Records.

veys showed that Carter consistently underestimated the acreage which he claimed.

On January 27, 1725, George Eskridge, then acting as Carter's attorney in matters pertaining to land grants in the Northern Neck, patented 2,610 acres above the present village of Centreville on Cub Run and its branches,¹⁹ and on Sept. 14, 1724 and March 27, 1726 George Tuberville, who had also acted as Carter's agent, took patents for 7,544 acres on Scott's Run and on the Flat Lick of Cub Run.²⁰ Francis Aubrey acquired a tract of 700 acres on Great Rocky Cedar Run near Centreville on January 25, 1727.²¹

Nathaniel Rupel acquired 130 acres on the south side of Bull Run, where highway 28 now crosses that stream, in 1724, and in the following year took 280 acres on the north side of Bull.²² Joshua Davis patented 328 acres below Rupel in 1726,²³ and Andrew Hutchinson claimed a large tract on Salisbury Plain Run northwest of Centreville in that year.²⁴ In 1725 Jacob Smith took a patent near the mouth of a branch of Bull Run called Muddy Lick, and in 1726 John Young took a patent on the same stream which thereafter was known as Young's Branch.²⁵

In 1727 Carter patented 762 acres on both sides of Horse Pen Branch near the present village of Floris, the first of a series of patents related to his copper mining plans, which by 1729 included some 27,000 acres in Fairfax County in addition to his earlier patents along Bull Run.²⁶ The last of the large operators to enter the Centreville region was Willoughby Newton who began his acquisition of land in 1739.²⁷ On March 21, 1740 Newton bought 700 acres on Great Rocky Cedar Run from John Taylor, a tract which Francis Aubrey had patented in 1727 and sold to Taylor in 1732.²⁸ On September 18, 1740 Newton took a patent from the proprietor for 1,719 acres on Little Rocky Run extending to and perhaps including the site on which, fifty years later, the town of Centreville was to be laid out. During the next twelve years Newton was active in buying and selling land in the immediate neighborhood of Centreville where he acquired more than 3,000 acres which he conveyed to John Newton, his son, on December 18, 1753.²⁹

If there were no other evidence of the extent to which the wealthier

19. Fairfax Deed Book B-1 p. 304.

20. Northern Neck Records B p. 54.

21. Northern Neck Records B pp. 106-166-202; Fairfax A-1 p. 469; Prince William D-1 n. 886.

22. Prince William Deed Book D-1 pp. 241-183.

22. Prince William Deed Book D-1 pp. 141-183.

22. Prince William Deed Book D-1 pp. 241-288.

23. Prince William Deed Book B-2—431.

24. Northern Neck Land Records A-224.

25. Henning Statutes at Large, VII p. 478; Northern Neck Records B p. 13.

26. Prince William Deed Book D p. 262.

27. Prince William Deed Book D p. 224.

28. Prince William Deed Book D p. 336.

29. Loudoun Land Records Deed Book p. 735.

planters and political leaders of the older counties took advantage of their position and influence to gain possession of what they believed to be the best land on the frontier of 1700, the record of land grants in western Fairfax County between 1720 and 1730 illustrates the extent of their collaboration and the advantages which they enjoyed. Almost all of the best land within five miles of Centreville was first taken up in large tracts by a small group from Westmoreland County, the members of which seem to have had a relationship with each other and with Robert Carter which led to opportunities which other men lacked. It also seems clear that Carter was able by one means or another to withhold vacant land, the patenting of which might interfere with his own plans, or to clear the way for those whom he wished to favor. Lesser men took up the unclaimed land between the large holdings, including the rougher and less attractive area or moved on into the expanding frontier. In general those who were able to patent and pay quit rents on large tracts were speculators anticipating a quick profit from the sale of land to settlers and some, including Robert Carter, intended to establish great estates to be developed by tenants which would be entailed for the benefit of succeeding generations of their descendants.⁸⁰

THE FIRST ROADS TO NEWGATE

An account of the development of the earliest roads in this region requires a preface for the benefit of those who are likely to assume the existence in Colonial Virginia of highways comparable at least to unimproved roads of today. The fact is that until after 1880 no road in northern Virginia provided any assurance of a safe or comfortable passage for the traveler. Prior to 1750 there were no bridges on the numerous streams, and many of the roads winding through the forest were no more than trails that could be followed only by a man on foot or on horseback. In general, the first roads followed older Indian paths along the ridges between the water sheds and were, therefore, winding and indirect. The condition of Virginia roads as late as 1782 was indicated by an act of the Virginia legislature in that year requiring that all main roads be marked by blazes on the trees.⁸¹

The following quotation is a description of Virginia roads just prior to the Revolution by Albert Beveridge, the biographer of John Marshall:

"The passageways through the forests called roads connected the little cities of the period. If these roads became so bad that coaches could not be pulled through the sloughs of mud new passages were opened in the forest; so that in places there

⁸⁰. "George Washington" by Douglas Southall Freeman, Vol. I, p. 14.

⁸¹. Henning Statutes at Large Vol. XI, p. 27.

was a dozen of such cuttings all leading to the same spot, and all full of stumps and rocks and trees. . . . A traveler starting from Alexandria to visit Mt. Vernon nine miles distant, was all day on the road having become lost in the very thick woods." Throughout Virginia the roads were execrable and scarcely deserved the name. There were thousands of respectable people in the commonwealth who had never seen any other four-wheeled conveyance than a wagon and there were thousands that had never seen a wagon when the Constitution was signed." ³²

Archdeacon Burnaby traveling from Rocky Run church at Newgate to Mt. Vernon in 1760 was reporting a common experience when he wrote: "rose early in the morning and proceeded on my journey, being distant from Colonel Washington's not more than thirty miles. It was late, however, before I arrived there for it rained extremely hard; and a man who undertook to shew me the nearest way led me among precipices and rocks and we were lost for above two hours." ³³ It was in recognition of such uncertainties in travel that the expression which qualified appointments in early Virginia came into use: "I'll see you if God's willing and the Creek don't get up."

Following the discovery by Robert Carter's agents, exploring western Fairfax County 1727, of deposits of shale covered with the characteristic green film of carbonate of copper on the banks of the Frying Pan branch of Horsepen Run, a company, including Carter, his sons Robert and Charles, and his son-in-law, Mann Page, was formed to develop a mine. As a first step Carter patented several tracts including some 27,000 acres in the vicinity and then turned to the problem of providing a road over which the ore could be carried to ships on the Potomac. He first proposed to construct the road to the nearest point on Tidewater which was at the head of navigation just below the present Chain Bridge on the Potomac above Georgetown. Thomas Lee who had preceded Carter as the agent for Lord Fairfax and had, in that capacity, come into conflict with Carter learned of the plan and was able by some means to gain control of all the land along the Potomac shore where Carter planned to build his "copper landing."³⁴ Negotiations with Lee were fruitless and Carter then selected a route from the Frying Pan to the north bank of the Occoquan below the falls. The road which Carter opened in 1729 followed an old Indian trail along the ridge between the streams flowing south to Bull Run and east to

32. "John Marshall" by Albert Beveridge, Volume I, Chapter VII.

33. "Landmarks of Old Prince William" by Fairfax Harrison.

34. The relations between Thomas Lee and Robert Carter were not cordial in 1727. Lee had served as the agent of Lord Fairfax prior to Carter's second appointment to that position and had opposed some of Carter's plans. Believing that the greatest city in Virginia would arise at the head of Tidewater at the Little Falls of the Potomac, Lee had taken patents to large tracts there and he did not propose to share his advantage with Carter.

the Potomac and thus established the route of the present highway 123 from Occoquan to Fairfax and highway 50 from Fairfax to Pender where Carter's road turned northwest to his mine near the present village of Floris.³⁵

Carter's interest in his mining project was expressed in some of his letters which have survived. On June 2, 1729 he wrote Mann Page, his partner in the enterprise: 'My sons Robin and Charles took their departure yesterday the latter full of resolution for carrying on the Frying Pan business. Pray God continues his health to him. I expect my gang of sawyers sent for opening the Road will be there before him.' Some months later Carter announced to Fortunatus Snyder, the overseer at Frying Pan, his intention of going over the new road himself. He was suffering from gout and was, therefore, specific about the arrangements. He instructed Snyder to provide: 'a cupple of good able horses for my occasions while I am there . . . large good trotting horses that have courage enough and yet not skittish . . . I may take in both the Frying Pan and the Landing, for if I am able to bear it I propose to see all them places and Sandy Tract too . . . All the oar that is brought down to the landing while the ship is at Occoquan she must bring.'³⁶ Cornish miners were imported to direct the labor and for a while hopes were high. On Sept. 15, 1729 Carter wrote James Bradley of Bristol: 'A Person skilled in these things who before our faces hath extracted out of some of the best of the oar, a fourth, near a third, of good solid copper, which whets up our humours to be as Vigorous as we can in making Search into this Piece of Land.'³⁷ The assayers in England did not agree with the amateur geologists in Virginia and the copper content of the ore was found to be so low that it could not be profitably produced. 'King' Carter was failing in 1729 but characteristically, he did not readily accept defeat, and therefore assumed that what the Frying Pan venture required for success was a more vigorous direction. In a response to a letter from a friend who sought his support of another mining venture he wrote: 'the irons I already have in the fire are so many one half of them burn for want of a vigorous Application.'³⁸

While the copper mine at the Frying Pan was a failure Carter's enterprise in that connection left many collateral benefits. The road which he opened, known first as the OX Road and later as the Colchester Road provided the first route to the Potomac for the settlers in the back woods, led to the establishment of the town of Colchester, and became the basis of a highway still in use. On it at a later date the

35. Nearly all of the roads opened in Fairfax County prior to the Revolution followed the ridges already marked by Indian trails leading to and from the Potomac. The engineering judgment shown by Carter's men in cutting the road through the forest from Occoquan to the Frying Pan has been confirmed by their successors who have developed and maintained the road now known as highway 123.

36. Landmarks of Old Prince William.

37. Landmarks of Old Prince William.

38. Carter letters.

fourth church in Fairfax County and the third and present courthouse was built.³⁹

Some time prior to 1730 a branch of the OX or Colchester Road known as Griffin's Rolling Road was opened from the upper branches of Pope's Head Creek to the west. It began on or near the tract patented by Walter Griffin in 1720, followed another old Indian trail across Rocky Run and before 1745 was extended to the northwest until it made a connection near the present village of Aldie with a trail which crossed the Blue Ridge at William's or Ashby's Gap. Griffin's road opened up access to the Potomac not only for the early plantations and farms in the area around Newgate but for all the travelers and traffic coming from the west. It is identified in the earliest land records both as 'the Rolling Road' and as the 'Mountain Road.' Having given his name to a beginning of part of the present highway system in Fairfax County, Walter Griffin disappears from the records. He apparently died prior to 1733 since the records show that his patent of 409 acres passed to his sister, Elizabeth Hogan, and was in turn conveyed by her to his widow, Mary Griffin, on August 17, 1733. Mary Griffin took as her second husband, Lewis Elzey, a neighbor who became sheriff of Fairfax County after 1742, and thereafter was a leader in the church and public affairs.

Walter Griffin's Rolling Road, which was in existence in 1729, as indicated by a land grant of that date, provided the opportunity for the beginning of the settlement called Newgate at the point where the road crossed Great Rocky Run; a village which in due course included the third church built in Fairfax County, a grist mill, a tavern or ordinary, and a race track.⁴⁰ The village is shown prominently on the early maps, including the Thomas Jefferson map of 1787, until it was superseded by the town of Centreville which first appears on Bishop Madison's map of 1818. While no evidence has been found to support the conjecture, it is possible that the present community of Centreville which had its beginning at Newgate, is older than the town of Alexandria. The beginning of Alexandria seems to be indicated by the act authorizing the establishment of a tobacco warehouse on Hunting Creek in 1730, but the town of Belle Haven—the name first given to the settlement there—did not develop until some years later. Alexandria was officially established by the act of the Virginia Assembly in 1749. However, any debate on this point is not likely to greatly concern historians except, perhaps, those presently resident in or near Centreville.

39. Paynes Church, the fourth built in Fairfax County was built near the early crossing of the Ox and Braddock's Roads.

40. The record of the grist mill in 1746 by Willoughby Newton is contained in Liber B. No. 1, page 31 of the Fairfax land records. The date of the establishment of the tavern or ordinary at Newgate has not been established. The reference to the race track is contained in Landmarks of Old Prince William. References to the Rocky Run Chapel are frequent in the court orders after 1746, and while it may be assumed that it was built near the present crossing of Big Rocky Run by Braddock's Road, the exact location of the old church has never been determined.

For the settlers of the area surrounding Newgate and all those to the westward, the Colchester Road, as Carter's Ox Road and Griffin's Rolling Road was later called, was for many years the only route of travel to the markets and courthouse of old Prince William on the Potomac where it connected with the road running north to Alexandria and south to Williamsburg. It was the principal route to the east for travelers, coming from the Shenandoah Valley and from the still older 'Carolina Road' which ran south from the Potomac ferry above the site of Leesburg along the eastern edge of the Bull Run Mountains. George Washington's diary reports his travel over the Colchester road on his return from his first assignment as a surveyor for Lord Fairfax in the Shenandoah in 1748 and again on his return from command of the Virginia militia on the western frontier in 1770. In 1772 the Virginia Assembly cited the Colchester Road as one of the roads by which great numbers of wagons came from the northwestern parts of the colony to the town of Colchester.

The second road which, by its junction with the Colchester Road at Newgate, increased the importance of that settlement as a center of trade and travel was opened by order of the Fairfax County court to provide a connection between the town of Alexandria and the road over the mountains. In 1752 the court ordered Lewis Elzey and others to open a road "from Alexandria to Rocky Run Chapel" and that instruction was apparently promptly carried out since the records of Truro Vestry of 1775 refer to "a road that leads from Cameron by Capt. Lewis Elzey's." Elzey's land grant of 1740 was on Griffin's road and it may, therefore, be assumed that the road ordered by the court followed Griffin's earlier route west of its junction with the Ox Road. Although the name of the road thus established—Braddock's Road—preserves one of the oldest and most persistent traditions in Fairfax County no reliable evidence has been found that Braddock's army opened it, improved it, or marched on it. On the contrary the records do show that the greater part of Braddock's army proceeded from Alexandria to its defeat by crossing the Potomac at present Georgetown and thence by way of a route in Maryland recommended by the authorities of that colony for their own reasons. General Peter Halket's brigade including the Virginia regiment took the road in Virginia to be known later as the Ridge Road which ran from Alexandria to Leesburg by way of Falls Church and thence over the Blue Ridge at Vestals Gap, a route now followed by highway No. 7. There seems to be convincing evidence that the Virginians who were advising Braddock, including young George Washington, strongly urged the route via Newgate and the Colchester Road to Williams Gap not only because they believed it to be a better and a more direct route but also because they desired the advantage which Virginia might gain through such use and improvement of the road. Success in the debate by the Maryland advocates was indicated by a letter which Washington wrote to William Fairfax on May

5, 1775 from Winchester: "Those who promoted it (the Maryland route) had rather that the communication be opened that way, than through Virginia; but I believe the eyes of the General are now open, and the imposition detected." It is of course possible that a small detachment of Braddock's Army took the Colchester Road to Winchester and that the unrecorded passage of such a unit has ever since formed the basis of the tradition here referred to and recently revived by the account of the treasure buried near Centreville by Braddock's troops exhausted by their struggle with Virginia blackjack clay.

While the opening of the Braddock Road diverted much of the tobacco, wheat, and other produce that previously had gone to Colchester and Dumfries to the growing port of Alexandria, the traffic from the west still passed through and stopped at Newgate. The road from Alexandria over the Blue Ridge by way of Falls Church and Leesburg—still known as the Leesburg Pike—was opened about 1750 and while that road attracted some of the travelers and wagon drivers that had theretofore followed the Colchester Road it was not until the Little River Turnpike from Alexandria to Aldie was opened after 1800 that the use of the Colchester Road as the principal route of travel between the Shenandoah and the upper Potomac was ended. The third road, which came into Newgate from the north, was known as the 'Frying Pan Road' since it ran to the mine so designated by King Carter at the terminus of the Ox Road. That road was, in all probability, established in some form prior to 1750 to provide access to the plantations and farms developed on the large holdings of the Newton, Tuberville and Eskridge families immediately north of Newgate and followed closely the route of present highway No. 657 across highway 50 to Floris where the copper mine was located.

The fourth road which, apparently, passed through Newgate before 1790, and was destined to become the most important in the life of that community, was opened to provide a direct route for travel to and from the south. First known as the Fauquier and Alexandria Road it proceeded from Newgate to a Ford on Bull Run (Ball's Ford) a mile south of the bridge on present highway 211 and thence across the old Carolina Road near Red House (Haymarket) to the courthouse in Fauquier County where the town of Warrenton was later laid out.⁴¹ The record of authorization by the state of new towns to supersede older settlements along that road provides an indication of the time at which it came into use as a popular route of travel. Listed in the order of their establishment they were Centreville 1792, Buckland 1798, Haymarket 1799, Providence 1805, and Warrenton in 1810. Perhaps the promoters of the period who were responsible for establishing the new towns were disappointed by the lack of the development which they

41. The route of the old Fauquier and Alexandria road is shown on the military maps of 1861 in the Museum of the Manassas National Battlefield Park.

had anticipated. Certainly they could not imagine the traffic which after a hundred and fifty years, would pass over the same route—U.S. highways 29 and 211. While the earliest travel over the Fauquier and Alexandria Road presumably turned at Newgate to follow the Braddock Road to Alexandria it is probable that a direct route from the crossroads at Newgate was opened to the present Fairfax Courthouse shortly after it was constructed in 1880. The most specific evidence yet discovered indicating the date on which general travel over the north and south road here described began is contained in a letter written on February 4, 1791 by Thomas Jefferson, then attending the Congress in Philadelphia. Replying to a letter from George Mason at Gunston Hall Jefferson wrote: "Certainly whenever I pass your road, I shall do myself the pleasure of turning into it. Our last years experiment, however, is much in favor of that by Newgate.⁴² The importance of the Fauquier and Alexandria Road was recognized by the construction, by the Fauquier and Alexandria Turnpike company, of a toll road which began at the Little River Turnpike just west of the courthouse and passed through Centreville to reach Warrenton in 1825.

A fifth road, now of primary importance at Centreville, was opened to the south as far as Bull Run in 1824. In that year Richard Tasker Mitchell, 'King' Carter's great, great grandson who had come, after a hundred years, to live on the land that his ancestor had claimed in the wilderness petitioned the court of Fairfax County to open a road from Centreville "by the old Bun Run Meeting House to Buckley's Ford on Bull Run." Gordon and Robert Allison, through whose land the road would pass, opposed the undertaking. The court issued a writ of "Ad Quod Damnum," the matter was considered by twelve "disinterested and discreet freeholders of the vicinage" who, admonished by the court that they must not accept "meat or drink" from those with whom they consulted, recommended that damages in the amount of twenty-five dollars be paid to the Allison's.⁴³ This was the beginning of the road which was later extended to the railroad junction called Manassas and is now known as highway 28.

42. "George Mason" by Kate Mason Rowland.

43. Fairfax Land Records, Deed Book V-2 pp. 390-392

The earliest record of the opening of roads in the area now included in Fairfax and Loudoun Counties is contained in the Fairfax Court orders prior to 1755. Since many of those orders indicate the location of roads only by reference to the homes or plantations of individual landholders and some of the earlier roads were later abandoned a great deal of research is required to identify their location. The following excerpts from the court orders refer to some of the first roads in the Centreville area.

May 16, 1749: Fielding Turner appointed "surveyor of the road from Major Cocke's Road to Cub Run" and ordered to keep the road in repair.

March 27, 1751: Moses Linton, Sampson Turley, and James Lane ordered to "view a way petitioned for by the inhabitants and report whether it be convenient to the public to have a road cleared from the new road to Rocky Run Church."

March 31, 1752: Samuel Tillot appointed overseer of "the road from Richard Brown's to Little Rocky Run." Jacob Remy appointed overseer from lower side of Little Rocky Run to Cub Run.

"On report of Moses Linton, Samuel Turley, and James Love, road ordered to be cleared from a point in the new road between Colonel Taylor's quarter and James Lane's and thence on the lower side of said Lane's Plantation and through the woods

THE TOWN CALLED CENTREVILLE

The town of Centreville was authorized on October 12, 1792 by an Act of the Virginia Assembly which specified that it was to be laid out "on seventy acres of land lying near Newgate, in the county of Loudoun."⁴⁴ The site chosen was at the intersection of the old Mountain Road with a later road leading westward to the village called Red Store and the Fauquier County Courthouse where the town of Warrenton was to be established eighteen years later. The Mountain Road (now Braddocks) became the main street, and the Fauquier and Alexandria Road, now U.S. Highway 211, became Carr street. Seven streets, named for members of local families whose land had been included in the town site, crossed Main street at right angles and two streets, Adams and Jefferson, paralleled Main street running from the southeast to the northwest. One hundred and twenty-eight lots, each containing one-half acre, were laid off and put on sale. A copy of the Act establishing the town is included in an appendix to this record.

Two small streams, which can be identified today, are shown on the old plat. A spring branch, which had its source in "Alexander's Spring," just northwest of the present Centreville restaurant, ran in a southwesterly direction to cross Main Street, just west of the present old stone church, where it was joined by another called "Dowling's Branch." Someone with a sense of humor saw fit to designate the first mentioned trickle as the "River Thames," and it is so marked on the old plat. Perhaps he was motivated by a report that in the District of Columbia, where a city was to be built, the muddy stream that flowed past the site of the future Capitol, and which had been known to the pioneers of that area as Goose Creek, had been renamed the "River Tiber." Apparently the promoters of Centreville were not to be outdone by nomenclature. While the official records are silent on the matter, it has been generally assumed, and there is some evidence to support the assumption, that the name of the new town was selected because it was approximately equidistant from the other existing towns in northern Virginia—Dumfries, Colchester, Alexandria, Georgetown, Leesburg, and the Red Store in Fauquier County.

By reference to the plat of Centreville, and particularly to the

upon a straight course into the Mountain Road a little above Captain Newton's Quarter on Great Rocky Run. Adam Mitchell appointed surveyor.

July 21, 1752: The court ordered "Lewis Ellzey, Hugh West, Jr., Gentlemen James Hamilton, Dominic Carroll and James Holley or any three of them to view and mark the most convenient way for a road to be cleared from Alexandria to Rocky Run Chappell and report to the Court." (This was the beginning of the Braddock Road.)

June 19, 1753: Benjamin Hutchison and John Coleman appointed "to view the most convenient way for a road from the Mountain to the road cleared by the county of Prince William. Lewis Ellzey, Gentlemen, Dennis Carroll, James Holley appointed "to view the most convenient way for a road from John Summer's to the Mountain Road near Rocky Run Chappel."

November 21, 1753: Edward Payne appointed surveyor "of the road in the room of Samuel Elliott from Pope's Head on the new road to the Mountain Road."

44. Henning Statutes at Large, Vol. XIII, p. 580. In view of the recent debate in the community it is interesting to note that in the act establishing the town the name was spelled "Centerville" and not "Centreville."

two streams mentioned, it is possible to locate some of the present landmarks. As nearly as can be determined the present highway 211 marks old Carr Street, and the present highway to Chantilly, then called the Frying Pan Road, came into Main Street from the north along Ralls Street from a sharp turn at the edge of the town just in front of the present Episcopal Church. The old stone church is on Lot 18 of the old town, facing old Main Street and the home known as Royal Oaks stands in the approximate center of the block once bounded by Adams, Keene, Carr, and Main Streets. The home known as Mt. Gilead was built on the northern edge of the old town between Francis and Mary Streets. The land records of Fairfax County indicate that the lots in the new town sold readily, principally to those who already held land in the neighborhood. On November 2, 1797 the trustees of Centreville sold Lot 22, on Main Street above the present old stone church, to Samuel Love for twenty-one pounds and five shillings. On January 12, 1798, John and Newton Keene sold a part of Lots 26 and 27, on the south side of Main Street at about the present site of the Centreville garage, to Wm. Hutchison for twelve pounds. On February 2 of the same year the Keene brothers sold Lot 120 to Wm. Norris, James Revell and James Evans for 24 pounds and 10 shillings, and on June 15, 1798 the Trustees of Centreville sold 16 lots to Hardage Lane for 446 pounds, 8 shillings, and 3 pence.⁴⁵

The conveyance to Lane is of particular interest since it shows that only two of the original trustees of the town remained in office at that time and indicates some of the early building restrictions. The conveyance was subject "to the condition of building on each of said lots a dwelling house sixteen feet square at least with a brick or stone chimney to be finished fit for habitation within the time limited by law. And in case of failure or nonperformance of said condition the trustees of said town or majority of them or their successors or assigns may thereupon reenter said lots or either of them and sell the same again and apply the money for the benefit of the inhabitants of the said Centreville." Since the trustees who signed the deed to Lane were, almost without exception, members of families which were then prominent in the Centreville community it may be well to list them. They were: Charles Eskridge, Coleman R. Browne, Wm. Eskridge, John Ryan, James L. Triplett, Sam'l. Love, Willm. Lane, Jr., Francis Adams, Enoch Hansborough, Humphrey Peake, Newton Keene, Charles Tyler, John Keene, Dan'l. C. Lane, and Wm. Wrenn.⁴⁶

On February 15, 1804, Adam Mitchell sold Lot 3 at the lower end of the town to David Harrington for \$40.00.⁴⁷ In the same year Thomas Millan sold Harrington a parcel adjoining Centreville for \$600.00 on

45. Fairfax County Land Record Deed Book Z-115 Y 398-399-395— B-2 385.

46. Fairfax County Land Records Deed Book B-2 985.

47. Fairfax County Land Records Deed Book E-2 p. 241.

which Harrington established a tanyard.⁴⁸ On Mar. 19, 1804 Enoch Hansborough sold Lots 11 and 93 to Coleman Browne.⁴⁹ By 1806 the price of lots had fallen since in that year John Keene sold a lot near the center of the town for \$50.00.⁵⁰ In 1834 Martha Roberdeau sold John DeBell a lot for \$20.00 and in 1837 William Smith conveyed five acres, "the stage stable lot in or near Centreville," for \$400.00.⁵¹ In 1860 there were sixteen houses in Centreville, two churches, a tavern, and two stores.⁵²

ACT OF THE VIRGINIA ASSEMBLY CREATING THE TOWN OF CENTREVILLE

Sect. I. Be it enacted by the General Assembly, that seventy acres of land, lying near Newgate, in the County of Loudoun, the property of John Stewart Alexandria, Presley Carr Lane, George Ralls, Mary Lane, and Francis Adams, shall be, and they are hereby vested in Leven Powell, Joseph Lane, David Stewart, Thomas Blackburn, William Alexander, Hugh Stewart, Samuel Love, John Orr, Charles Eskridge, William Lane, junior, William Lane (the third), John Stewart Alexander, Francis Adams, Presley Carr Lane, and George Ralls, gentlemen, trustees, to be by them, or a majority of them laid off into lots of half an acre each, with convenient streets, and established a town by the name of Centreville.

Sect. II. Provided always, and be it further enacted That the trustees shall cause the main street of the said town to be laid off in such a direction as to bind on the lands of Francis Adams, and Mary Lane on one side, and Presley Carr Lane, George Ralls, and John Stewart Alexander on the other.

Sect. III. As soon as the said land shall be laid off into lots, the trustees, or a majority of them, shall proceed to sell the same at public auction, for the best price that can be had, the time and place of such sale being previously advertised two months successively in the Virginia Gazette; the purchasers to hold the said lots respectively, subject to the condition of building on each a dwelling house sixteen feet square at least, with a brick or stone chimney, to be finished fit for habitation within three years from date of sale, and to convey the said lots to the purchasers in fee simple, subject to the condition aforesaid, and shall pay the money arising from the sale of the said Lots, to the said John Stewart Alexander, Presley Carr Lane, George Ralls, Mary Lane

48. Fairfax County Land Records Deed Book E-2 p. 519.

49. Fairfax County Land Records Deed Book E-2 p. 137.

50. Fairfax County Land Records G-2 p. 283.

51. Fairfax County Land Records F-13 p. 177.

52. A military map of 1861, copy of which is in the Museum at the National Battlefield Park, shows the buildings then in Centreville.

and Francis Adams or their legal representatives, in such proportions as the lots severally owned by them in the said town shall amount to.

Sect. IV. The Trustees of the said town, or a majority of them, are empowered to make such rules and orders for the regular building of houses therein as to them shall appear proper; and to settle and determine all disputes as to the bounds of said lots.

Sect. V. In cases of the death, resignation, or removal out of the county by one or more of the said trustees, the vacancy thereby occasioned shall be supplied by the remaining trustees, or a majority of them, and the persons so elected shall have the same power and authority as if he had been named in this act.

Sect. VI. If the purchaser of any lot in the said town shall fail to build thereon according to the conditions of their respective deeds of conveyance, the trustees of the said town, or a majority of them, may thereupon enter into such lot and sell the same again, and apply the money for the benefit of the inhabitants of said town.

Sect. VII. This act shall commence and be in force from and after the passing thereof.

Approved November 12, 1792.

Reference: Henning—Statutes at Large, Vol. XIII, Chapter LXVII, Page 580.

History of the Dividing Line Between Fairfax and Loudoun Counties

By N. Peyton Young

Fairfax County was cut off from Prince William by an act of the House of Burgesses in May 1742 (Hennings Statutes at Large, Volume 5, Page 207, 1728-1748). The dividing line was defined in the act as follows: Starting at the mouth of Occoquan to where Bull Run empties into it, and thence it followed Bull Run to its source in the Bull Run mountains. From this point it ran in a straight line to the summit of the Blue Ridge mountains at Ashby's Gap, just west of the present village of Paris, where it intersected the line which had previously been established between Prince William and Frederick counties. This point was marked by a large poplar tree and is still known as "The Big Poplar," although I am informed that the tree no longer exists.

From "The Big Poplar" the line turned northeastwardly and followed the line between Prince William and Frederick, along the summit of the Blue Ridge, until it reached the southerly bank of the Potomac River at Harpers Ferry. From there it followed the southerly bank of the river until it reached Occoquan Creek, the point of beginning. From this description we see that Fairfax County as originally created, embraced all what is now Fairfax, Loudoun and Arlington Counties and Alexandria City.

The act further decreed that the remainder of Prince William county should continue to be known as Hamilton Parish and that the new county of Fairfax should constitute a new Parish under the name of Truro.

The original county, as outlined above, did not exist very long, for in 1757 the House of Burgesses passed an act, (7 Hennings Statutes at Large, Volume 8, page 148), cutting off from it the present county of Loudoun. The dividing line as defined in the act, started at the mouth of Difficult Run, where it emptied into the Potomac and then followed the line of Difficult to its source, which is about three hundred yards south of the present Lee Highway (State Route 211), and about two miles southwestwardly from the town of Fairfax. From the source of Difficult Run the line ran straight to a point on Bull Run where Little Rocky Run enters the same; about one mile down stream from where the present road between Centreville and Manassas (State Route 28) crosses Bull Run.

The dividing line, as above described, stood for forty-one years,

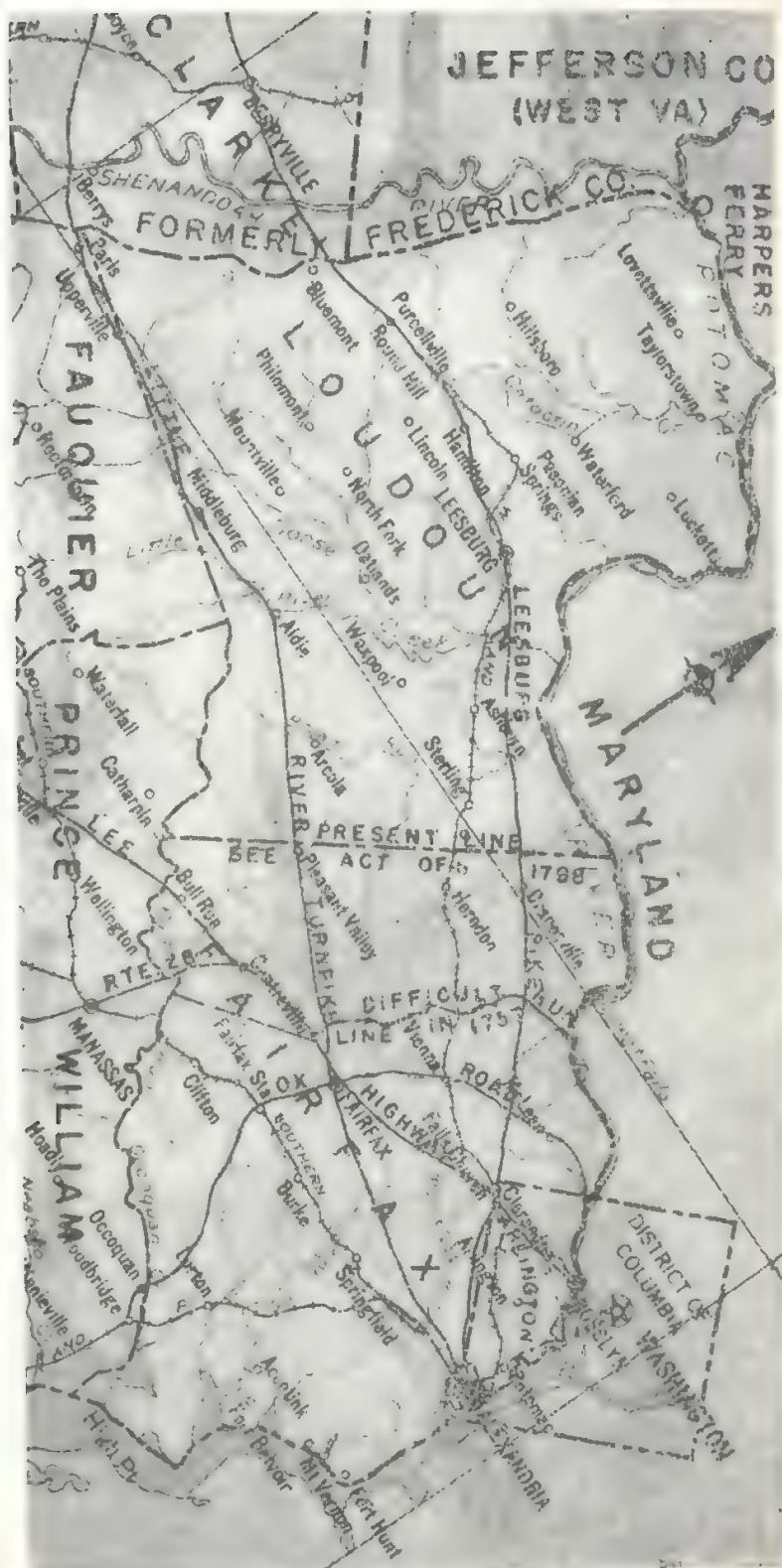
but it appears to have been unsatisfactory to a number of the inhabitants, for we find that in January 1798 the General Assembly of Virginia passed an act (2 Shepherd Statutes at Large (N.S.), page 107, 1796-1806) which provided that a new dividing line should be established. This line was to be drawn from the mouth of Sugarland Run where it entered the Potomac River, to Carters Mill on Bull Run, and that portion of Loudoun county, lying between this line and the original dividing line between the two counties, should be added to and made a part of Fairfax County. This line was established in the spring of 1798 and a map of it is recorded in the Fairfax County Records, in "Records of Surveys 1787-1856." This map was not recorded in Loudoun until 1950 when the author gave the County Clerk of Loudoun a photostat of it for his records.

Just why the line was designated as going to Carter's Mill is still a matter for discussion. for Carter's Mill was on a branch of Bull Run which is shown on most maps as Little Bull Run and was about a quarter of a mile southwest from where the line crossed Bull Run. My opinion is that the mill was at that time the most prominent landmark in that locality and that it was for that reason chosen as the southerly point to control the direction of the line, for on the old map of the line above mentioned, it is distinctly stated that the line terminated at a marked White Oak on the bank of Bull Run, which stood in the direction of Carter's Mill.

The line as established in 1798 has remained in that position ever since, but in 1877 there appears to have been some question as to its location, for we find from the minutes of the County Court for that year, that at the June term a joint Commission from the two counties was appointed to retrace and mark it.

Just what this commission did is a dark secret, for they left no record whatever. The minute book shows that at the November term the commission submitted a majority and a minority report, which the court ordered filed and the minutes of the December term states that a report was submitted which was ordered recorded, but a most exhaustive search of the records of both counties has failed to produce this report. The minutes in each county correspond exactly and the December entry gives a statement of the salaries and expenses to be paid by each county, which was approved by the court, and the minutes of the Board of Supervisors in both counties show that these items were ordered to be paid.

The only thing which actually shows that the 1877 commission did anything at all, are two monuments which have that date cut on them. One of these monuments is on the Little River Pike about a half mile west of Pleasant Valley. Its location is indicated by the sign placed there by the State Conservation Commission to mark the county line. The



other is north of the Town of Herndon, on the north side of the road leading from Mock's Corner to the village of Sterling. This stone was shown by the U. S. Geological Survey on a map they had made in 1915 and it was through their assistance that the author located it. It was on this stone that the date 1877 was discovered and this led to the discovery of the court records above mentioned.

The position of these monuments show that the line was incorrectly run in 1877, for the one near Pleasant Valley is approximately one quarter of a mile west of the true line and the one on the Sterling Road is approximately one-eighth of a mile west, with the result that for a number of years Fairfax has been collecting taxes on about three thousand acres of land that was actually in Loudoun.

From 1877 until 1953 there does not appear to have been any interest displayed in the line, but in the latter year economic questions—land assessment values and tax rates—caused several people to become interested and this resulted in the courts of the two counties appointing a commission of ten men, five from each county, to retrace and mark the line.

This commission, of which the author was a member, organized with Mr. R. E. Wagstaff of Herndon as Chairman and Mr. Holden Harrison, also of Herndon, as secretary. Its first step was to determine the two points which governed the direction of the line, i.e., the mouth of Sugarland Creek and Carter's Mill, as called for in the Act of 1798. On the map of the line before referred to, it is stated that the line started at a large rock pointing to the river where Sugarland emptied into it. An examination of this point showed that a large ledge which is wedge shaped and which points directly to the mouth of the creek, projects from the hillside to within about ten feet of the river bank. It is flat on top and fills the description exactly. The entire commission visited this point and voted unanimously to accept it as the northeast point marking the direction of the line. A point was marked on the top of the rock at that time and later a brass bolt was set as a permanent marker. On the map of the line this point is shown as the "Northeast Marker."

Having decided upon the location of the "Northeast Marker," the commission adjourned to Carter's Mill and made a careful investigation of the site.

They found that the old building was gone, said to have been destroyed by fire a number of years ago, but the old millrace, wheelpit and tailrace are still distinctly visible and a little digging soon disclosed the outline of the old foundation. An iron stake was then driven to mark the center of the building and the commission voted to accept this as the "Southwest Marker" which would control the direction of the line.

It is interesting to note that the land upon which Carter's Mill stood was a part of the land owned by Robert (King) Carter of Corotoman in the Northern Neck, and is across Bull Run from the farm still known as Sudley, which was built by one of Robert Carter's grandsons in 1756, and upon which the southern end of the line is located.

As soon as the commission had established the points marking the direction of the line, it began a study of the best way in which to have it traced on the ground, and marked. After considerable study it was decided to endeavor to have the United States Coast and Geodetic Survey connect, or to use a surveyor's term, tie in the two ends of the line, i.e., the Northeast Marker and the center of Carter's Mill, to its National Survey, and then have the line traced between them. A committee from the commission met with the officials of the Survey and finally arranged with them to tie in the ends of the line and also establish eight points on the line, all of which are tied to the National Survey and all of which can at any time be replaced in its exact position.

This work was performed by the Coast and Geodetic Survey in the late winter of 1954 and in the spring the commission employed Mr. Darrell Rogers of Annandale, Virginia, to trace the line between these points and set a monument at each road that it crossed. This work was performed by Mr. Rogers in a very satisfactory manner, so that the line is now marked permanently and can always be restored.

The points set by the U. S. Coast and Geodetic Survey are all marked by concrete monuments set two (2) feet under ground, each monument having set upon it a brass plate bearing the names of the two counties, the date 1954 and a point indicating the exact location of the line. At the points where the line crossed the various roads, the monuments are also of concrete with a similar brass marker, but these monuments are set with the tops approximately six inches above the ground so as to make them easier to locate.

At the southerly end of the line a monument was set adjoining Bull Run and one hundred feet north of the center of the stream and on the map prepared by Mr. Rogers it is shown that this was true as of May 1954. In this way the south end of the line can always be established should the stream change its course in the future. A complete record of the proceedings of the commission, is recorded in each county and is available for reference. The accompanying map delineates as nearly as possible the original boundaries of Fairfax County and indicates the manner in which it has subsequently been divided.

In conclusion it can be stated that after a period of one hundred and fifty-six years, i.e. 1798 to 1954, the line is at last established and marked in such a manner that it can always be reproduced in its correct position.

The Secession Election in Fairfax County—May 23, 1861

By Thomas P. Chapman, Jr.

Many important election issues have faced Fairfax County voters over the long years of its history, but only few, perhaps, know that this year marks the 94th anniversary of an election in the county, when voters were called upon to decide probably the most momentous question ever to face a local electorate.

For on May 23, 1861, voters in the county went to the polls to cast their ballots on the grave problem whether or not they favored secession of their Commonwealth from the Union. Just a few days prior, April 17, the General Assembly of Virginia had adopted "An ordinance to repeal the ratification of the Constitution of the United States of America by the State of Virginia, and to resume all the rights and powers granted under said Constitution." It was on this ordinance that voters were called upon to express their sentiment, and by a heavy majority cast their lot with the South.

Records of this historic election lay hidden for many years in the office of the county clerk, filed in a small package along with numerous old court papers of a routine nature. A genealogist going through the file case happened to discover the old election record. Included in the papers is a complete tally of the vote at each precinct, with the name of every voter who participated in the election listed, and the way he voted on the secession issue.

The local secession election was of special significance in Fairfax County. For just off the present Courthouse grounds a few feet, only eight days later—June 1, 1861—the first man to die in action in either army, Capt. John Quincey Marr, Commander of the Warrenton Rifles, fell mortally wounded in a skirmish with Federal troops.

A monument now stands outside the historic circuit court room honoring Capt. Marr, and commemorating the event. In its shadow for years the county's dwindling group of wearers of the gray assembled for their annual reunion. So far as is known there is no surviving Confederate Veteran in the county now.

The election tally discloses that of the local vote of 1,231 cast by those living almost within the shadow of the National Capital, 942 voted for ratification of the secession ordinance, while only 289 voted against it. The official tabulation of the vote by precincts is unusually interesting. The blue sheets on which the results of the election were listed, are divided into two columns—one labelled "For ratification" and the other "For rejection," and in many cases the entire absence

of any names under the latter column is conspicuous. Those who voted for ratification were in reality voicing a sentiment for secession, while those voting for rejection opposed secession.

Record of the election is probably without parallel, since voters here and throughout the State voting on the secession question had their names listed according to the way they voted to stand out indelibly for their posterity. This offers a sharp contrast with the present secret ballot.

Names of many whose descendants now live in the county are included in the list. The size of the vote compares favorably with present day elections when there is no contest, notwithstanding the fact the county has grown greatly in population, and women now vote.

Those opposing secession carried only 3 of the 15 precincts. Lewinsville Precinct, probably because of its proximity to Washington, gave the greatest majority against secession—86 to 37. The two other precincts casting a majority for rejection were Lydecker's and Accotink—the former casting a 78-44 vote and the latter, 76-19.

In four districts the vote for ratification was unanimous. At Bailiss' Precinct examination of the records indicates about five persons originally voted against secession, but their names were heavily stricken out by the election officials who inserted in the rejection column: "By the desire of the voters of rejection their votes have been changed." Whether their consciences bothered them when they saw how the majority of their neighbors had voted or they disliked composing a small minority on this all important issue, is a question that will probably never be answered. At least the action of the election officials in allowing the change undoubtedly reflected their attitude on secession.

Besides Bailiss' Precinct, voters at Ross', Centreville and West End were unanimous for secession.

Evidently representing a group who were suspected of being a bit too enthusiastic about the election, there is a sheet in the record carrying 28 names—27 for ratification and one for rejection—with this notation: "The annexed names of Fairfax County (commanded by Capt. M. D. Ball) have been received under protest because of having voting on the Ordinance of Secession in Alexandria, Va., May 21, as a company." It is apparent why the group might have attempted to vote as a unit a second time, but the strange part is the fact the name of one rejectionist is included.

This also would indicate the similar election on the question of secession must have been held in Alexandria two days prior to the Fairfax County vote.

The old election record is considered of special historic value. It

Sample page from list of those
voting in Fairfax Precinct on Se-
cession Ordinance

undoubtedly includes the majority of the eligible voters of that day, and proves useful in establishing the fact certain persons were residents of the county at the beginning of the Civil War. Only 15 precincts were included in the county at that time, while there are now 50, despite the fact travel is easier and faster today. Several of the precinct names are now only memories.

The vote by precincts which reflects the sentiment in various quarters of the county follows:

Fairfax Precinct—for ratification, 151; for rejection, 8. Ross' Precinct—for ratification, 44; for rejection, 0. Sangster's Precinct—for ratification, 70; for rejection, 3. Bailiss' Precinct—for ratification, 40; for rejection, 0. Annandale Precinct—for ratification, 29; for rejection 4. Lewinsville Precinct—for ratification, 37; for rejection, 86. Falls Church Precinct—for ratification, 44; for rejection, 26. Arundell's Precinct—for ratification, 69; for rejection, 1. Dranesville Precinct—for ratification, 107; for rejection, 4. Pulman's Precinct—for ratification, 58; for rejection, 2. Lydecker's Precinct—for ratification, 44; for rejection, 78. Accotink Precinct—for ratification, 19; for rejection, 76. Centreville Precinct—for ratification, 105; for rejection, 0. West End Precinct—for ratification, 98; for rejection, 0. Contested list—for ratification, 27; for rejection, 1.

The vote at Accotink had a special significance, since many of those who lived there were Quakers, and because of their religious beliefs were opposed to war under any circumstances. For this reason their vote may not necessarily have reflected their real views as between whether to secede or not, but may have been governed more by a desire to avert a war whose approach must have been apparent to all.

In several instances names appear on the list in the column opposing secession, while the same persons actually joined and served in the Confederate army when the war started. It is probable they opposed secession as long as they felt there was a chance to avert war, but when it became a reality, they were quick to cast their lot with the Southern Confederacy.

General Stoughton's Capture

By Virgil Carrington Jones

Many miles separate Fairfax Court House, Va., and Libya in North Africa, but a common tie has affiliated them since British Commandos made a raid on the rear headquarters of the late General Erwin Rommel during World War II. In conducting this assault, Allied soldiers stole 40 miles behind the German lines. They dispatched the guards silently and then walked unobserved into the building designated as Rommel's quarters. But fate was against them: the general was absent and they were forced to leave practically empty-handed.

A more successful counterpart of this military incident took place at Fairfax 92 years ago. The Union high command never had heard of Colonel John Singleton Mosby, Confederate raider, until it awakened on a snowy morning in March, 1863, to find one of its generals had vanished from his bed as mysteriously as if by some magician's legerdemain. Only a few Blue soldiers remained in the neighborhood to tell what had happened. And one of these had avoided capture solely by hiding in night dress in the cramped space beneath a privy.

Since the first week of December, Fairfax Court House had been under the command of a young brigadier-general who loved wine and women and made sure his appetite for both was amply sated. People may have wondered how Edwin H. Stoughton, at 25, could have risen so rapidly in rank, and if they took the trouble to investigate they found many things responsible. As "a soldier by education," he led the Fourth Vermont Infantry into action at the siege of Yorktown in the spring of '62 and a few weeks later took part in the Seven Days campaign around Richmond, compiling a record for his share in the fighting that drew laudatory comment in official records. Added to that, he was a member of a wealthy Vermont family, and he had social status and personal attraction.

Official orders decreed that the brigadiers along the chain of outposts around Washington could establish their headquarters "at the points most convenient to their commands." Stoughton chose to set up his at the courthouse proper, in the comfortable, two-story brick residence of Dr. William Presley Gunnell, in the very heart of the village. Around him, quartered in other homes of the community, were his staff, aides, couriers and a guard of about 200 men. All the conveniences allowed an outpost officer were his. There were fine horses, carriages, servants, even rich viands and stores to compete with those of Moses Sweetser, sutler, who had set up shop in a building directly in front of the courthouse.

Thus the town of Fairfax was Ed Stoughton's bailiwick, to be run

just as Ed Stoughton wanted it run; his superiors were elsewhere and the bulk of the troops under his command were stationed miles away. On top of that, his provost-marshal, L. L. O'Connor, was reputed to be drunk most of the time and was quick to wink at things which were not exactly proper.

Off to the north, toward Vienna, was the main cavalry camp, with parts of the brigade on outpost duty at Centreville, Chantilly, Dranesville and Occoquan. Its commanding officer was a British soldier of fortune and ex-veteran under Garibaldi, Colonel Sir Percy Wyndham, who was quartered only a few yards away from the residence of the brigadier. In another direction, four miles away at Fairfax Station, lay the principal camp of the infantry.

In his social life around the courthouse, Stoughton knew he could expect only trouble from the natives. He once made this the subject of a letter to headquarters. In it he advised that "the women and other irresponsible persons" in the neighborhood should be compelled to take the oath or go outside the lines. "I cannot fix upon any one person or persons who are culpable, yet I am perfectly satisfied that there are those here who, by means known to themselves, keep the enemy informed of all our movements." He told that Rebel soldiers had paid their families in the vicinity visits for a week at a time without being discovered. "There are in our midst," he added, "men who are on their parole, who have large families (mostly women) who are rampant Secessionists, and disguise it on no occasion. They are themselves constantly informed of their friends in the rebel service, and, I have no doubt, are in constant communication with them."

One of the women the young brigadier had in mind when he wrote this letter was a pretty lass of his own age named Antonia Ford, daughter of a local merchant. Her home was one of the largest in town, and there the newcomers and sometimes wayfarers found lodging. At times Generals McDowell, McClellan, Pope and others had made it their headquarters. Several of Stoughton's staff were quartered there, and this in itself was a threat to Union security. The girl had a way about her that made men quickly take her into their confidence. She was pretty and of striking appearance, with light hair and brown eyes, and she was a witty, entertaining conversationalist.

She was an avowed Southerner, and so were her father, Edward R., and brother, Charles, the latter first sergeant in Jeb Stuart's cavalry under the amazing young John Pelham. Her love for the South was almost an obsession. Before the first battle of Bull Run, she had ridden with an aunt 20 miles or more to tell Stuart she had overheard Union officers in her home say they were going to use a Confederate flag in a ruse to turn the Rebel army's flank. That deed, plus her later friendship with the cavalry leader, had brought her, all in fun, a commission as his honorary aide-de-camp, with rank of major. And now, with Fair-

fax under the command of a lively young brigadier-general who was livening it up with more social life than it had enjoyed at any time during the war, she was having a heyday as a spy, especially with the new guerrilla leader, Mosby, only a few miles away in the woods toward Aldie. This elusive individual, heard from with increasing frequency as the winter advanced, had been on picket duty as a private while quartered near her home during the first winter of the war.

Mosby had had his eye on Fairfax from the beginning of his irregular operations. One of the principal reasons for this was the Britisher, Percy Wyndham. The Partisan leader's dashes on the Union camps in Fairfax had caused Wyndham untold anxiety, forcing him to drive his cavalry hard over the winter roads in an effort to capture the little Rebel, and he at last had publicly called Mosby a horse thief. Mosby replied, equally as publicly, that all the horses he had stolen had had riders and that each rider was carrying two pistols and a saber. This exchange in no way fomented goodwill between the two, and each longed to capture the other.

Early in February, on a basis of information he was able to gather, Mosby wrote Stuart that the cavalry in Fairfax was so isolated from the remainder of the command that "nothing would be easier than their capture." He added that he had harassed it so much that it kept its pickets within half a mile of camp.

By March 1, Stoughton was aware he was being spied upon. He wrote a letter to headquarters on that date to call attention to a gap in the picket line in the direction of Dranesville and wound up with an unexpected bit of information: "Last night, about 9 o'clock, while I was at headquarters, at the station, a man, undoubtedly a spy, was at the courthouse, dressed as a captain. He interrogated all my servants minutely respecting the troops in the vicinity, asking if I kept my horse saddled in the night, and other suspicious questions."

Three days later, A. H. Bliss, Union telegraph operator at Centreville, sent notice of a break in the picket line between that place and Chantilly. That same day a soldier stationed at Fairfax Court House wrote a friend in Vermont a letter in which he told of Antonio Ford and criticised Stoughton for not staying with his troops, adding that if he disappeared from his bed some night he could thank the girl for it.

For the night of March 8, a Sunday and rather as a rule a dead period of the week, Stoughton planned a party at the Gunnell home. During the day his mother and sister, who had come down from Vermont for a visit and were staying in Georgetown, arrived by carriage and were put up at the Ford home.

As the hour of levity approached, all went well except the weather. A melting snow lay on the ground, and in the late afternoon rain began

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As the hour of levity approached, all went well except the weather. A melting snow lay on the ground, and in the late afternoon rain began

falling and turned the earth's covering into a slush. But such weather was not a paralyzing influence. Rather, it added coziness to an indoor party and served to put people in a party mood.

As the hours ticked by in an atmosphere of laughter and song, the uproar at the Gunnell home grew louder. Soon the rolling hills of Fairfax echoed with the sounds of gayety. They reached out toward the billets of the soldiers in the headquarters guard and around the courthouse to the tents of Telegrapher Robert Weitbrecht and his orderly. Pickets on duty in the village listened and wondered as they walked post, thinking of the frivolity that was theirs back home and of the day when they too, perhaps, would be wearing braid on their sleeves and maybe stars on their collars and hence would be entitled to take part in such affairs.

Virtually all the officers stationed in the vicinity were on hand. Percy Wyndham was the exception, and this time luck seemed to be on his side. During the afternoon he was called to Washington unexpectedly, leaving a guest, Austrian Baron R. B. Wardener, to occupy his bed. The baron was in attendance, and so were Colonel Robert Johnstone, commanding the post, and Captain Barker, Lieutenant Prentiss and others.

Midnight approached. The champagne continued to sparkle in the glasses, and the gayety grew louder and the guests more oblivious of the war and weather conditions outside. In the drizzling darkness a new day dawned, without salute from the revelers, and then, toward 1 a.m., some of the older guests began to yawn and in a short time the group began to disperse. Then the village folded up quickly and soon only the lights of those on guard were left burning.

At 2 a.m. the lone picket left on duty in the heart of Fairfax, walking post in front of the hotel across from the courthouse, converted into a hospital, heard cavalry approaching from Fairfax Station. He continued to pace his beat. That would be Yankee horsemen: no Rebel troops could be within miles, maybe 15 or 20, way out beyond Aldie where Mosby was said to have his men scattered over the countryside.

The cavalymen drew nearer and divided, and some of them went toward the faint light in the telegraph operator's tent, while others came directly down the street to the point where the picket continued his tiresome tread. In the drizzly faintness of the lamp in the hospital window he found himself staring at the cold steel of hostile revolvers.

After that, things developed fast. The horsemen divided into small groups and went about their business with the precision of well-planned and well-informed scheming. Lieutenant Prentiss, awakened by shouts that there were dispatches outside for the brigadier; was the

gullible one who opened the Gunnell door to the raiders. Six men walked in, but it was the smallest of them, the wiry one with a plume in his hat, who stuck a gun in the aide's ribs while he stood in the hallway in shirt and drawers holding high a smoking oil lamp.

Upstairs the beplumed intruder walked into the bedroom of Stoughton and pulled down the covers. The brigadier was lying on his side, snoring, but he roused up stupidly when Mosby raised his nightshirt and spanked him.

"Get up, General, and come with me!"

The sound of a voice brought Stoughton more fully awake and, when he realized the man bending over him was a stranger, he roared: "What is this! Do you know who I am, sir?"

"I reckon I do, General. Did you ever hear of Mosby?"

"Yes, have you caught him?"

"No, but he has caught you."

"What's this all about?" Stoughton roared again.

"It mean's General, that Stuart's cavalry have taken over Fairfax and General Jackson is at Centreville."

"Is Fitz Lee here?"

"Yes," lied Mosby.

"Then take me to him. I knew him at West Point."

When the raiders left Fairfax an hour after they had entered, they took with them, besides Stoughton, two captains, 30 privates and 58 horses. Baron Wardener was in the group, and so were Captain Barker and Lieutenant Prentiss. Provost-Marshal O'Connor had escaped only because, 10 minutes before the Rebels arrived, he had gone out the Vienna road, drunk or sober, to visit an outpost. Colonel Johnstone escaped, too but under less fortunate circumstances. He was awakened by the sound of horses in the street and bounded out of bed in dishabille to raise a window and shout: "Halt! The horses need rest! I will not allow them to be taken out! What the devil is the matter?" No one answered, so he yelled again. It was then he realized the riders at whom he was shouting were hostile, so he turned and fled, as nude as he was, to hide beneath an outhouse behind the home in which he was staying.

Four days after the raid, Antonia, on a basis of what she had told a woman detective from the United States Secret Service sent to her home, was arrested and taken to prison in Washington. Soon prominent

male residents of the community, among them her father, were taken into custody.

Antonia spent months behind bars. But in the words of Mosby, she subsequently "got her revenge." One of the Union officers quartered at her home during the early part of the war was Major Joseph C. Willard, co-founder of the Willard Hotel in Washington and for a time provost-marshal of Fairfax. It was he who was largely responsible for effecting her release. Years her senior, they were married in Washington March 10, 1864, a year and a day after the raid that brought about her imprisonment. Seven years later she was dead, her friends claimed because of the diet on which she was forced to subsist while in prison.

A more tragic fate awaited Stoughton. As he had requested when aroused from his post-party sleep, he was taken to Warrenton by Mosby and placed in the care of Fitzhugh Lee. His release in May was followed shortly by his resignation from the army, and he soon was practicing law in New York City. On Christmas Day of 1868, while on a visit to Boston, Mass., he died. Buried deep in the list of deaths in *The Boston Transcript*, midway of column six on page two, was this notice: "25 inst., Edwin H. Stoughton of the city of New York, 30." It was 30 for him in years and 30 for him in career.

A History of Clifton

By Richard Randolph Buckley

The famed Bull Run of Civil War history together with Occoquan Creek forms the western boundary of Fairfax County. This boundary separates the counties of Fairfax and Prince William. For about two-thirds of the distance or some 18 miles, high bluffs or cliffs rise on the sides of these streams thus creating an obstacle to cross-country travel. Upstream from Occoquan Village there are only two bridges which cross this barrier—one being the Southern Railway bridge two miles west of Clifton and the other a one-way bridge at Woodyard's Ford.

The Washington Daily News on September 10, 1955, had this to say relative to the rugged boundary between the two counties: "The area is freakish . . . because it is sheer wilderness, though it is only 25 miles from Washington. Part of the region can be reached only on horseback. There are 200-foot cliffs, and tropical underbrush. Surveyors (who were working in the area) are armed with machetes, side-arms for killing nests of snakes, and walkie-talkies for communication. In one 16-square mile area (possibly in Prince William County) there is no road. . . . It has granite rock . . . which is the tag end of the Blue Ridge Mountains. There are tremendous cliffs, which are impossible to scale . . ."

The longest natural break to the east through these cliffs and bluffs was utilized by the Alexandria and Orange Railroad (now the Southern Railway). They accomplished their purpose by making a deep cut near Fairfax Station and then using the Pope's Head Valley to the point where that stream empties into Bull Run. On the opposite side of Bull Run, the high bluffs in Prince William County fade away into comparatively open country which the railroad uses to reach Manassas.

The question might be asked "Why doesn't a highway parallel the railroad?" The railroad itself has to use rather deep cuts at times to keep from doubling back on itself and in many places there is not sufficient room for a highway to be built without the cost being prohibitive.

The completion of the Alexandria and Orange Railroad in 1852 gave rise to communities along its path. About a mile and a half east of Clifton, a depot called Sangster's Station was established. On March 11, 1852, a post office was opened at that place to serve 25 families.

The present site of Clifton at that time was part of the Beckwith plantation which occupied much of the surrounding countryside. Several

miles west of Clifton, a station called Union Mills was established. On September 14, 1855 a post office was opened at that point but since "Union Mills" was already the name of a post office in Fluvanna County it was necessary to use some other name. The office was called "Dye's Mill."

The last of the Beckwith family had no heir and when the owner died, he left a will freeing his slaves and willing his property to them. This property was divided into 58-acre tracts which appear to have been full shares in the estate and 29-acre tracts for those less fortunate. With the breaking up of the plantation, the site of the present village of Clifton, which was much more desirable as a trading center than either Union Mills or Sangster's Station, became available for development. By 1869, a station was located on the new site and this was followed by stores, a mill, a hotel, churches, and a school. On February 9, 1869, the Union Mills post office was moved from its location on Bull Run to the new settlement and its name changed to Clifton Station.

There are several theories about how Clifton got its name. One account gives the credit to a Mrs. Hetzell, who owned a home in the area. Through her interest in early American history, she is supposed to have suggested that the town be named for Cliff-by-the-Wye in England, in honor of the Wickliffe family which once owned vast acres in Virginia. Others believe the name was bestowed by Harrison Otis after his native Clifton, N.J. It is not inconsistent to believe that the name was chosen for both of these reasons.

Sangster's Station, which was located near where the underpass takes the Colchester Road under the Southern Railway, and Union Mills have long since disappeared. Hardly a trace is left of either of these settlements. Union Mills is known only by the road which still bears that name.

A list of the postmasters who have served the area would give anyone a skeleton on which to build a history of the community. The names of these postmasters and the dates they assumed office are as follows:

SANGSTER'S STATION

William E. Ford—March 11, 1852
James C. Kincheloe—July 16, 1853
James Sangster—April 19, 1854

DYE'S MILL (Union Mills)

James S. Buckley—September 14, 1855
Robert J. Simpson—July 8, 1860
John L. Detwiler—October 11, 1865

CLIFTON STATION

Harrison G. Otis—February 9, 1869
James F. Otis—February 27, 1872
George P. Wright—May 3, 1875
Isaac L. Otis—December 6, 1880
George P. Wright—June 29, 1886
Lewis D. Quigg—February 8, 1890
Robert R. Buckley—February 8, 1894
Lewis D. Quigg—February 1, 1898
Robert R. Buckley—March 30, 1914
Jesse N. Cahoon—March 1, 1921
Leopard T. Stine—October 1, 1921
Anthony Hart—March 10, 1922
Daniel W. Buckley, Jr.—September 11, 1934
Thelma J. Bryce—June 30, 1948
Lloyd B. Taylor—September 30, 1949
Maxine D. Westmoreland—December 1, 1950
Lloyd B. Taylor—March 5, 1951

The name of the post office was changed to "Clifton" on July 1, 1940. It is interesting to note that back in the 1850's the postmaster received a salary of \$16.23 per year and that the revenues of the office amounted to \$7.84. By 1870, the receipts of the had risen to \$67.00.

The Otis family was among several that migrated to Clifton from the North (principally from New Jersey) just after the Civil War. Mr. Harrison Otis built the Clifton Hotel which became a popular vacation resort for families from Alexandria, Washington and Baltimore.

A soapstone mill became one of the town's industries. The mine from which it was obtained is said to have been worked by the Indians in pre-Colonial days. The mill ground up this soapstone and it was shipped away by carload to places like the Navy Yard in Washington where the fine talc was used to line the surface of castings for the manufacture of guns.

The virgin forests surrounding the town played an important part in its economy for many years. Later, pulp wood was shipped by the car load to paper mills especially during World War I.

Farming has always been and continues to be important, although the community has never been completely a farming area. There are at present a number of fine dairy farms in the vicinity. One old custom still observed to a limited extent is the bartering of eggs and butter for groceries at the local stores.

The basic reason for the original development of the town was,

of course, the railroad which provided it with an excellent outlet for forest products, farm produce, and soapstone. In addition, it provided many people with employment.

The old Alexandria and Orange Railroad was a single-track line of not too much importance. At the end of the 19th century, however, it was incorporated into the Southern Railway System which became one of the nation's most important transportation systems. It was double-tracked and straightened as much as practicable. When this was accomplished, the railroad provided more jobs for the residents.

In 1902, the State Legislature passed an Act incorporating the village into a town. Since then it has had five mayors. The first was Robert R. Buckley who later became the Chairman of the Fairfax Democratic Committee. He was followed by Daniel W. Buckley, Sr., who served for many years on the Fairfax County Board of Supervisors. J. W. Fulmer served as Mayor in the 1920's and was followed by James B. Cross who is the only living former Mayor. The present Mayor, W. Swem Elgin, has held that office since 1946.

The oldest church is the Presbyterian Church near the railroad tracks. It was organized as a Sunday school in 1868. The cornerstone of the church building was laid with appropriate ceremonies in 1870. On October 2, 1955, a modern educational unit, which had been erected earlier in the year, was dedicated. The Clifton Baptist Church was started in 1872 and has maintained over the long years of its existence an important influence in the community.

The first public school was a one-room frame building located in the flats of Castle Branch Road. With the growth of the community making larger quarters necessary, a two-story frame school was erected on Main Street. Later, a high school wing was added, making it the first high school in the county. In 1912, a larger frame structure was erected on the hill on the north side of the town. When this building became outmoded it was replaced by a modern brick school in 1953.

Clifton's Masonic Lodge, Acacia No. 16, was chartered on December 11, 1877. It is the second oldest Masonic Lodge in the county. One of its early masters was George P. Wright whose influence in Masonic circles continues down to the present.

Clifton's Volunteer Fire Department was organized in 1941 as an auxiliary to the Fairfax Volunteer Fire Department. It became an independent company in 1952. It has space for three pieces of equipment, two fire engines and an ambulance. The Town Council has accommodations in the building. On the second floor there is an auditorium where square dances are held on Saturday nights. Plans are in progress to enlarge this building in the near future.

Soon after the town was incorporated, kerosene street lamps were

erected but they never proved to be very satisfactory. They required considerable maintenance and someone had to light them individually each day after sundown. In the 1920's H. F. Myers, W. B. Doak and others organized the Bull Run Power Company which brought electricity into the town and incidentally made it possible to have electric street lights.

The Bull Run Power Company obtained its electricity from a dam located on Bull Run. During the depression of the 1930's the company became the Prince William Electric Co-op which now not only provides the town with electricity but also considerable portions of nearby counties. The co-op has assets amounting to several million dollars and serves thousands of customers. Needless to say it has long since outgrown the dam on Bull Run which has now largely disappeared.

No account of this vicinity would be complete without mentioning James U. Kincheloe who was elected Commissioner of Revenue for the county in 1919 and who knew more about the history of Clifton than anyone else. Throughout his life he was deeply interested in its affairs and welfare even though he resided in Fairfax for many years. Mr. Kincheloe was the leader of the Democratic Party in the county until his death at the age of 68 in 1947.

Mention should also be made of William H. Richards, a Canadian by birth, who came to Virginia as a young lad of 16 to escape the severe winters of the northern climate which was hard for his frail health. Mr. Richards lived a long and useful life, passing away at the age of 93. He was a member of the Town Council and a spiritual leader in the community for many years. The saintly qualities of his character were truly an inspiration to all those who had the privilege of knowing him. His wife (nee Miss Katherine Detwiler) knew nearly as much about the history of Clifton as did Mr. Kincheloe.

As the years passed, the railroad slowly converted its operations to automatic devices. This naturally resulted in fewer and fewer residents being employed by the railroad. While this process was going on, however, the fast-growing Federal Government began to offer new opportunities for Clifton residents. Washington was less than an hour's ride by train. Miss Virginia Buckley (now Mrs. Virginia Shore) who presently resides in Hollywood, Calif., became the first commuter to Washington. Others joined her and for many years the morning train to the city did a thriving business.

When automobiles started to become popular, the first macadam road in Fairfax County was built at Clifton. It stretched one mile from the Clifton Baptist Church toward Centreville.

Gradually, more and more roads fanned out from Washington into the country. The automobile improved to the extent that a person

could drive to the city in less time than it took to go by train. Also, in those good old days, you could park free on the city streets in Washington all day within a block or two of the place you worked. Many commuters began using their automobiles.

The decreasing commuter traffic by train resulted in the railroad's discontinuing that service in 1938. To many of our residents, this was a hard blow which they doubted the community could survive.

The intervening years have brought about a rapidly increasing metropolitan area which now includes all the County of Fairfax. This increase has been felt in the Clifton area although not nearly as strongly as in the eastern section of the county. During the past 10 years, new building in the area has amounted to approximately \$1,000,000.

The Town of Clifton, surrounded on all sides by hills, will probably never experience any spectacular growth. The same hills spread out over much of the countryside and this discourages subdivisions of any consequence. This, however, is a prosperous community, it enjoys a sense of communal spirit lost to more urban areas and its surrounding hills are touched with a quiet beauty and a sense of long-range peace which give its citizens a loyalty (and perhaps a happiness) not to be found in more expanded and expanding areas. The tiny town itself, nestled in a small valley in the beautiful Piedmont region, is much like a toy village of the late 19th century where time could have rested for half a century.

Picture Postcard Industry

By Colonel Eugene P. H. Gempel—(U.S.A. Ret.)

It was fate and the Civil War that brought Fairfax, Va., the distinction of serving as a source of scenery for the father of the picture postcard industry in America.

William H. Jackson, young and energetic, was an artist at sketching the people and things and scenery which came into his view. But he never became serious about this pastime and he never got the idea of doing his drawings on the backs of cards, to be mailed to his mother at Keesville, N. Y., until he was stationed on outpost duty at Fairfax.

Jackson joined up with the Rutland, Vt., Light Guard, a unit soon on its way to Washington to help subjugate the South, and there were active months ahead for him during the early part of the war. Then he became a member of the Second Vermont Brigade and was stationed under Brigadier-General Edwin H. Stoughton at Fairfax. Of his life there he wrote:

"At Fairfax Court House, Mosby, the daring Confederate leader, raiding at midnight, carried off our brigade commander right under our noses, and we had some skirmishes with raiders along the railroad. I had time enough between these activities to indulge in my favorite occupation of making sketches."

William drew anything that came to mind—a winter landscape of a row of tents at Fairfax on February 22, 1863, a group of soldiers bathing in Wolf Run, and many other scenes, all of them cherished by his mother. Paper was scarce and the young soldier was none too fond of writing, so it was a matter of convenience to make a sketch on a card, something he liked to do, and then, on the opposite side, to write just enough to be able to claim he was keeping up with his correspondence. This was fine enough for his doting mother, but it failed to set too well with the sweetheart back home who was looking for love letters and not for cold cards on which her boy friend was demonstrating his ability as an artist.

The war ended, and Jackson went home to find that his parent still loved him, but that the girl had jilted him for someone who used a pen to phrase gushing terms of love and not to make crazy sketches of naked men bathing in a Fairfax County creek. Thus it was that William, disappointed in his initial courtship, in 1866 took the advice of Horace Greeley and went West to heal a fractured heart.

He was now interested in photography, largely on the strength of the Matthew Brady prints he had seen during the war, but this was too new an industry for him to jump into quickly and without more

money than he had been able to save while fighting a war. So he turned temporarily to other occupations. For a time he worked as a bullwhacker and drove a prairie schooner with eight yoke of oxen over the Oregon and California trails to Los Angeles, returning as a vaquero driving mustangs to the railhead at Julesburg, Colo. As soon as he had saved enough money, he opened a photo shop in Omaha and a little later, in 1869, joined the Hayden U.S. Geological Survey Expedition to the West.

These experiences gave the artist a chance to expand his sketches and paintings. With Fairfax as a strong memory, he became the pioneer photographer and picture maker of the Old West. His pictures preserved now vanished scenes of the passing frontier. He discovered and photographed on wet plates such beauty spots as Mammoth Hot Springs in Yellowstone, Mesa Verde, Utah (the City of the Dead) and the Mount of the Holy Cross, Colo., destroyed by a landslide in recent years.

His pictures played no small part in helping to establish America's national parks. When wet plates were replaced with camera and dry films, he made more than 40,000 pictures for postal cards and advertising.

Fate had permitted Jackson to launch an idea that became an important industry, but fate was not always kind to him. In 1923, at the age of 80, he went broke and, as a result, lost his photographic and postcard business. Undaunted, he returned to painting and sketching and eventually landed a contract from the U.S. Government. His mural-like paintings now can be seen on the walls of the Interior Department Building in Washington, a structure that houses the National Park Service.

Jackson labored on for years, a tottering old man with long years of experience. In 1942, at the age of 99, he died in the Explorers' Club in New York City.

There ended the man, but not his role in American history. In recent years, a search has been made for some of those postcards Jackson drew as a young soldier at Fairfax, and a few were located. Twelve are on display in the Scotts Bluff National Park Museum at Gering, Neb. Two have been reproduced on Page 15 of the book "Picture Maker of the Old West, William H. Jackson," by Clarence S. Jackson. At the Smithsonian Institution in Washington, for all the world to see, is a model of Mesa Verde, the pre-historic Indian apartment house, made by Jackson's hands.

It seemed a hard blow for such a gifted artist to wind up penniless at 80, but this misfortune gave America one of its best reminders of William H. Jackson—the murals on the walls of the Interior Building. In one year, thousands upon thousands of people pass these lavish sketches, done with such painstaking perfection, but few realize that the hand that painted them combined with an active mind, subjected for a time to the beauties of Fairfax County, to give the nation the picture postcard industry.

Stuart's Burke Station Raid—26-31 December, 1862

By Colonel John W. McDonald, Retired

Major General J. E. B. Stuart's Burke Station Raid, or "The Raid on Dumfries and Fairfax Station, Virginia,"¹ as it is referred to in the Official Records, is remembered by Confederate sympathizers as a romantic incident. At the time of its execution, however, it was a serious military operation, undertaken to give General Robert E. Lee, the Commander of the Army of Northern Virginia, definite information of the location of the Union forces confronting him; to interrupt their lines of communication; and to inflict losses upon them. The raid also served to raise the morale of the Southern people, and to alarm and confuse their Northern opponents.

At the time of the raid, Lee's army was holding a strong position south of the Rappahannock in the vicinity of Fredericksburg. Lee was opposed by Major General Ambrose E. Burnside, who commanded the Union Army of the Potomac.

During the autumn of 1862, Lee's Army of Northern Virginia had won the second Battle of Manassas, and had then invaded Maryland, captured Harper's Ferry, and fought the battle of Antietam. Lee's aggressive actions so alarmed the Union authorities that President Lincoln concentrated troops with a total strength of 339,927² men for the defense of Washington, Maryland, and Pennsylvania. As it was impossible for Lee to make headway against such odds he abandoned the attempt to carry the war to the North and withdrew across the Potomac into Virginia. Lee subsequently took up a strong defensive position behind the Rappahannock River, and there on December 13, 1862, he won the decisive battle of Fredericksburg.

During the latter part of December, 1862, Burnside's Army of the Potomac was located as follows:

Six Army corps, with a total of 149,451³ men present, held the north bank of the Rappahannock opposite Fredericksburg.

Two additional corps protected his line of communications between the Rappahannock and the Potomac Rivers. These were Stahel's XI Corps of 19,910⁴ men, with its headquarters at Stafford Court House, about ten miles north of Fredericks-

1. *The War of the Rebellion: A compilation of the Official Records of the Union and Confederate Armies*, 130 vols. (Washington Government Printing Office 1880-1901). Ser. I. Vol. XXI, pp. 705-42. Hereafter cited as O.R.

2. O.R. Vol. XIX, Part II, p. 569.

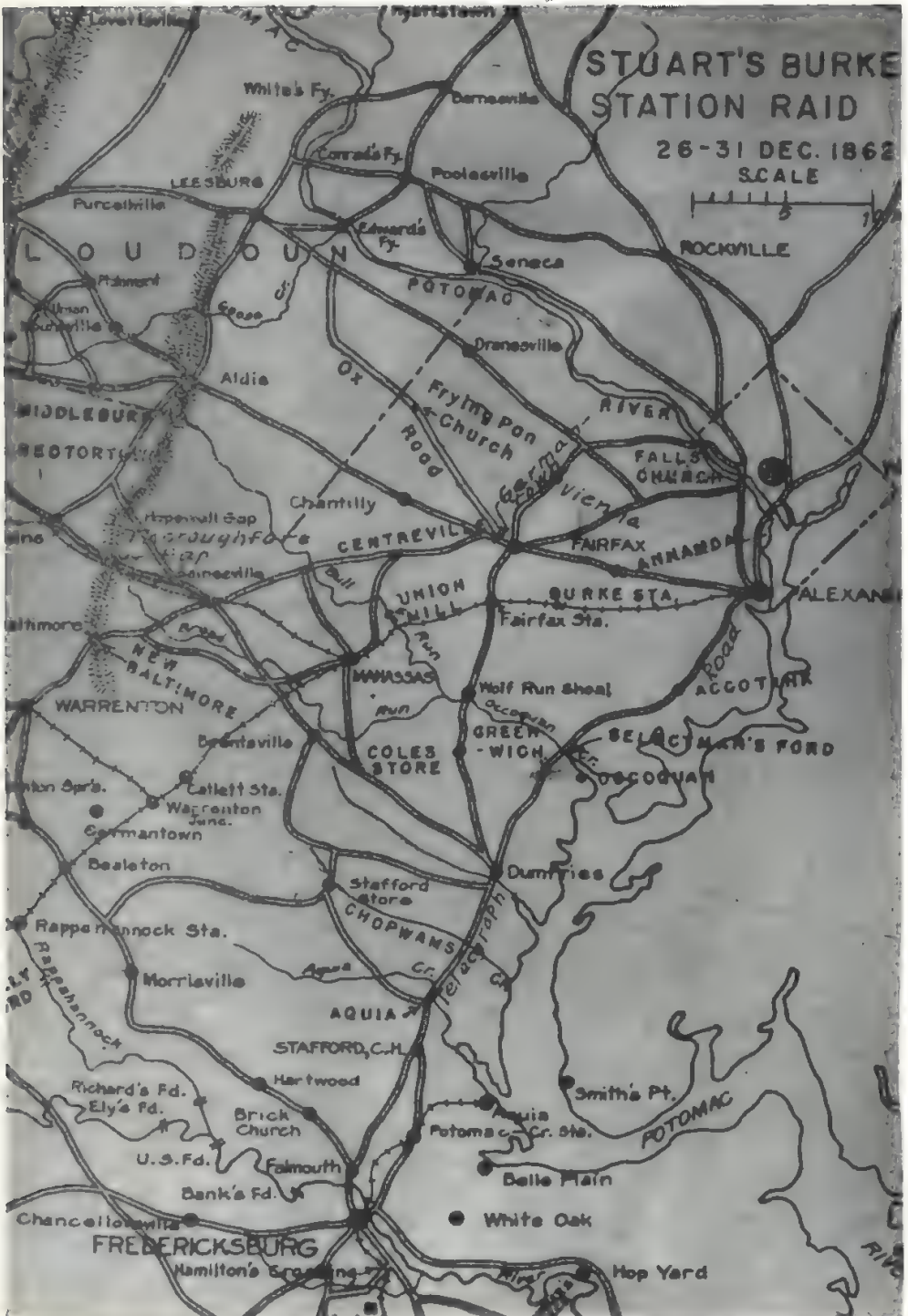
3. O.R. Vol. XXI, p. 924.

4. *Ibid.*, p. 985.

STUART'S BURKE STATION RAID

26-31 DEC. 1862

SCALE



burg, and Slocum's XXII⁵ Corps, with 15,916 men present in the general vicinity of Fairfax Court House, Wolf Run Shoals and Occoquan.

Cooperating with Stahal and Slocum was Major General S. P. Heintzleman who was defending the City of Washington with 66,683 men. Abercrombie's division of Heintzleman's command was concentrated around Falls Church, while Casey's Division had detachments at Fairfax Court House and Union Mills.⁶ (Between Manassas and Clifton).

Cavalry outposts from the defenses of Washington were holding a line extending along the north bank of the Occoquan from the town of Occoquan to Wolf Run Shoals, then continuing to the northwest through Manassas Junction, Centreville, Chantilly, Frying Pan Church and Dranesville. The southern portion of this line was defended by Colonel Price's Cavalry Brigade, the central portion being commanded by the distinguished British soldier of fortune, Sir Percy Wyndham, while Dranesville was held by Major Taggart.⁷

On December 12,⁸ and again on December 17,⁹ Brigadier General Wade Hampton crossed the Rappahannock with detachments from his Confederate Cavalry Brigade, and moved east to the Telegraph Road, (U.S. Route No. 1), raided into Dumfries, and then returned safely to the Confederate lines south of the Rappahannock. Late in December, Stuart decided to make a more pretentious raid into the same area. Although his Cavalry division reported a total of 10,493¹⁰ men present, the poor condition of his horses,¹¹ and the necessity for covering the flanks of Lee's Army and the Shenandoah Valley caused Stuart to undertake the raid with 1800 Cavalrymen, plus four guns from his Horse Artillery. This force, commanded in person by General Stuart, assisted by Brigadier Generals W. H. F. Lee and Fitzhugh Lee and Wade Hampton, crossed the Rappahannock at Kelley's Ford and bivouacked on the night of December 26, at Morrisville.¹²

In the interim, on the Union side, General Slocum had decided that Dumfries should be more adequately defended against Confederate Cavalry raids, and he had ordered Colonel Candy, commanding the First Brigade of Geary's Second Division to move south from Occoquan and to occupy and defend Dumfries.¹³ However, this information did not get through to General Stuart.

5. *Ibid.*, p. 892.

6. *Ibid.*, p. 939.

7. *Ibid.*, p. 710.

8. *Ibid.*, p. 690.

9. *Ibid.*, pp. 695-96.

10. *Ibid.*, p. 1082.

11. Heroes Von Boreke, *Memoirs of the Confederate War for Independence* (Edinburgh and London, 1866), Vol. II, pp. 159-69.

12. O.R., Vol. XXI, p. 731.

13. *Ibid.*, p. 728.

On the morning of December 27, Stuart's Cavalry Division moved east from Morrisville in three columns. His objective was to strike Telegraph Road (U.S. Route No. 1), which then, as now, was the principal road connecting Washington and Fredericksburg, at Aquia. Dumfries and Occoquan, and then move along the road, picking up any wagon trains or detachments of troops encountered along the way. However, when the center column, commanded by General W. H. F. Lee, reached Wheat's Mill south of Dumfries,¹⁴ it ran into one of Colonel Candy's outposts, which immediately sounded the alarm. This alerted Candy's brigade which, supported by the Sixth Main Battery, immediately took up a strong defensive position outside Dumfries. W. H. F. Lee at once proceeded to reconnoiter Candy's position, reporting the situation to Stuart. Stuart then brought up Fitzhugh Lee's command, which had already advanced to the vicinity of Aquia, and then turned north and was advancing along Telegraph Road, as planned.¹⁵ Now Stuart launched a dismounted attack against Candy with W. H. F. Lee's Brigade on the left and Fitzhugh Lee's Brigade on the right. Stuart soon learned that Candy's force of Infantry, Cavalry and Artillery was much too strong to be defeated by his dismounted troopers. Therefore, after skirmishing from noon until 5:30 p.m.,¹⁶ Stuart withdrew under cover of darkness, concentrating at Cole's store, eight miles northwest of Dumfries.¹⁷

In the meantime, General Hampton, commanding Stuart's left column, encountered another of Colonel Candy's outposts at Cole's store and captured the entire outpost of fifteen men. He then pushed on to the town of Occoquan, seized the town shortly after dark, and, later, under cover of darkness, withdrew to join Stuart at Cole's store where the entire force bivouacked for the night. Hampton reported that he captured eight wagons¹⁸ during the day, while Fitzhugh Lee had had captured nine others. These and some eighty prisoners, plus two guns whose ammunition was exhausted, were sent back across the Rappahannock that night.

The fact that Stuart and three of his brigade commanders were present with the Confederate raiding force caused the Union authorities to believe that all of the 7000 Cavalrymen belonging to their three brigades were also present. The fact that Stuart had captured Occoquan, within fifteen miles of Washington, cutting off all communication between Washington and the Army of the Potomac, caused great alarm in the capital and throughout the North. This is most graphically illustrated by the headlines which appeared on page 1 of the December 29, 1862 issue of the New York Tribune:

14. *Ibid.*, p. 742.

15. *Ibid.*, p. 738.

16. *Ibid.*, pp. 723-24.

17. *Ibid.*, pp. 732-33.

18. *Ibid.*, p. 736.

REBEL ATTACK ON BURNSIDE'S REAR
ANOTHER SUCCESSFUL RAID
OUR TROOPS SURPRISED AND CAPTURED
FIFTEEN SUPPLY WAGONS CAPTURED
A BATTERY ALSO TAKEN.¹⁹

The next morning, December 28, Stuart and his entire force moved east from Cole's store to Greenwood Church. There he divided his command:²⁰ Hampton's brigade moving toward Wolf Run Shoals, while the remainder of the command continued east toward Occoquan. A short distance east of Greenwood Church, Fitzhugh Lee's brigade, which was at the head of the main column,²¹ encountered a reconnaissance detachment of 300 Union Cavalrymen from Occoquan, under the command of Captain Charles Chauncey, Second Pennsylvania Cavalry. Lee's advance guard immediately charged, routed the Union Cavalry, and pursued them for five miles to Selectman's Ford, (two miles west of Occoquan.) There the Union Cavalry attempted to make another stand but Lee's men, flushed by success, charged across the ford in face of heavy fire and then pursued the defeated Federal detachment two miles north of the creek.²²

Meanwhile, Colonel M. C. Butler's Second South Carolina Cavalry, Hampton's Brigade, which was leading the advance toward Wolf Run Shoals, ran into unexpected difficulties. Shortly after leaving Greenwood Church, Butler met a reinforced brigade of Infantry, Cavalry, and Artillery from Slocum's XII Corps, which was advancing South from Wolf Run Shoals to the support of Colonel Candy's brigade at Dumfries. Almost overwhelmed by the superior Union forces, Butler had great difficulty in extricating his command from its perilous situation. However, he succeeded through skillful leadership, and rejoined the main column as it was crossing Occoquan Creek at Selectman's Ford.²³

Stuart's column now moved west along the north bank of the Occoquan, toward Wolf Run Shoals. Near that point, about dusk, it encountered and repulsed another patrol from Colonel Price's Cavalry brigade. Learning that Wolf Run Shoals was strongly held, Stuart turned north and marched to Burke Station.²⁴ Halting his main column over a mile from the Station, under the cover of darkness, Stuart captured the telegraph operator before the latter could give the alarm, and replaced him with his own accomplished telegrapher.²⁵

Before he left his bivouac at Cole's Store that morning, Stuart

19. *New York Tribune*, December 29, 1862, p. 1.

20. *O.R.*, XXI, p. 894.

21. *Ibid.*, p. 933.

22. *Ibid.*, pp. 711-12.

23. *Ibid.*, pp. 737-38.

24. *Ibid.*, p. 738.

25. *Ibid.*, p. 734.

had learned that Colonel A. Schimmelfennig's Infantry brigade, and Colonel Louis P. di Cesnola's Cavalry brigade, of Stahal's XI Corps, had pushed west from Stafford Court House during the night of December 27²⁶ and had cut his line of retreat, via Morrisville and Kelly's Ford, shortly after he had sent his captured wagons and prisoners back by that route early in the evening.²⁷ During his operations on December 28, Stuart had established the fact that brigades from Slocum's XII Corps were holding fords across the Occoquan and Bull Run at the town of Occoquan, Wolf Run Shoals, and Union Mills. Now, Stuart learned that in addition to Stoughten's brigade at Fairfax Court House, General Heintzelman had posted one brigade from "The Defenses of Washington" at Annandale, and that an additional brigade was moving into position between Fairfax Court House and Annandale, in order to block all possible routes of escape to the north.²⁸

Stuart deliberately gave out false information as to his own movements and then sent a message to General M. C. Meigs, Quartermaster General, U.S. Army, complaining of the bad quality of the mules recently furnished to the troops, indicating this seriously interfered with Stuart's movement of the supply wagons captured during the raid. Stuart then cut the wires and tore up the railroad, set fire to the railroad bridge over the Accotink and, taking advantage of the information he had received, moved north to Little River Turnpike²⁹ before the gap between Annandale and Fairfax Court House could be closed. Even then he crossed the turnpike just in the nick of time as his right flank guard ran into a Cavalry patrol coming from Annandale, while his left flank guard was driven back by infantry and artillery fire from Brigadier General E. H. Stoughton's Brigade³⁰ from Fairfax Court House. Stuart then moved by way of Vienna to Frying Pan Church, located about five miles south of Dranesville.³¹

At Frying Pan Church, Stuart's advance guard encountered Major Taggart, in command of the Union Cavalry outpost at Dranesville, and attacked his squadron and drove it off.³² Stuart halted at Frying Pan Church about daylight on December 29, where he fed and rested his men. On the afternoon of the 29th, he marched to Middleburg where he spent the night. The next day he moved south to Warrenton and, on the 31st, he recrossed the Rappahannock and took position on Lee's left at Culpeper Court House. In addition to the wagons Stuart reported that he captured over 200 prisoners while he lost one man killed, thirteen wounded and fourteen missing.³³

26. *Ibid.*, pp. 718-28.

27. Douglas Southall Freeman, *Lee's Lieutenants, A Study in Command* (New York: Charles Scribner's Sons 1943) Vol. II, pp. 402-05.

28. O.R., XXI, p. 714.

29. *Ibid.*, v. 734.

30. *Ibid.*, v. 718.

31. *Ibid.*, v. 734.

32. *Ibid.*, v. 709.

33. *Ibid.*, v. 744.

In his Burke Station Raid, Stuart used the same tactics that he had used in his "Ride around McClellan" before Richmond in June, and in his Chambersburg Raid in October 1862. However, this time the fact that the lower Potomac was unfordable prevented him from riding completely around the Army of the Potomac as he had on the two previous raids. Instead, after penetrating inside the Union lines, he moved so rapidly and in such unpredictable directions that it was impossible for Generals Burnside and Heintzelman to concentrate enough of their immensely superior forces in his path to prevent his safe return to the Confederate lines south of the Rappahannock.

After riding around inside the Union lines for three days and creating an incalculable amount of alarm and confusion, Stuart selected a weak point in the Union outpost line at Frying Pan Church and broke through there into the "No Man's Land" between the two armies. Then, between December 29 and 31, he crossed the "No Man's Land" by easy marches and reoccupied Culpeper on the left flank of the Army of Northern Virginia.

However, neither the high degree of tactical skill which Stuart displayed, nor the psychological effect which his daring raid had upon the Northern people caused it to be remembered. What captured the fancy of his Southern admirers was Stuart's effrontery and sense of humor, which made him, while his command was resting at Burke Station, take time out from the grim business of war to send his famous telegram to the Quartermaster General of the Union Army, complaining of the poor quality of mules recently issued to the Union troops, which hampered Stuart in moving the wagon trains captured during the raid, back within the Confederate lines.

An Account of Mosby's Raid, By One of Stoughton's Men

As Told to Herbert A. Donovan

This incident occurred in the spring or early summer of the year 1940 while I was Rector of what was then Zion Church, Fairfax, and living in the Rectory.

An automobile bearing a New York license stopped at the door. There were several passengers, among them the daughter of a veteran soldier of the Federal Army. This lady I met at the door, and she gave me the information that her father was in the car, that they were from Syracuse, N.Y., and that her father had been in a battalion of one of the New York volunteer regiments encamped in the Fairfax area during the year 1863. He had been present during Mosby's raid on Fairfax, at which time General Stoughton was captured.

I went out to the car and talked to the old man, who was so infirm that he did not get out of the car. His mind was apparently quite alert, and I have no reason to question the veracity or accuracy of the story he told me.

He had been a sentry posted outside the Rectory, and there was also a guard inside the Rectory. Early in the evening a number of officers, apparently with the General, had been playing whist and consuming alcoholic beverages of many types which the guard assumed came from the wine cellar on the ground floor of the Rectory. I understand that at this time it was not the Rectory, but the home of a local physician.

After several of the officers had departed and the General had retired, my spokesman and the inner guard went into the main part of the house and shared in consuming the dregs of many bottles which they found. My spokesman said he remembered being asleep (or very drowsy) when a group of the enemy approached; that he was not aware of his duty, but was quickly disarmed and commanded to give the signal to open the front door. This was done reasonably soon. He said he remembered distinctly the officer, whom, he later discovered was Mosby, seizing the inner guard by the shoulders and demanding to be taken to Stoughton's bedroom.

I believe my spokesman was carried away a prisoner and that shortly afterwards he was paroled and returned to his home some place in New York State. I think he told me he was about twenty-five years of age when he enlisted in the army. He told me this was the first time he had visited Fairfax since the night of Mosby's raid. His daughter remarked that her father loved to tell the story in detail, and from what she heard of our conversation, the tale he related to me did not deviate from what she had so frequently heard him tell.

The Barons of Cameron and Fairfax

By Katherine M. Willis

Strange as it may seem there is today a Lord Fairfax in the House of Lords in England, a collateral descendant of The Right Honorable Thomas Lord Fairfax, the sixth Baron of Cameron, who established Greenway Court in Virginia.

Young Lord Thomas Bryan McKelvie Fairfax, the present 13th Baron of Cameron, came into the baronetcy at the death of his father, Lord Albert Kirby Fairfax, the only American born peer ever to sit in the House of Lords.

The late Lord Albert Kirby Fairfax was born at Northampton, the old Fairfax estate near Marlboro, which has descended to the present Lord.

Many people living today remember Northampton, the beautiful old estate in Maryland where Albert Kirby Fairfax was born. Although it was purchased by his father, Dr. John Contee Fairfax, during the Civil War, it nevertheless had been in possession through a feminine line for generations. Here it was on this 900-acre plantation granted in 1630 by Lord Baltimore, that Lieutenant Thomas Sprigg, Governor of Maryland, brought his bride, Margaret Nuttal. It was their descendant, Caroline Elizabeth Snowden, one of the heirs of Northampton, who married Honorable Albert Fairfax of Vacluse.

Albert Kirby Fairfax, their grandson, spent his boyhood days at Northampton. Later he became connected with the firms of Bonbright and J. P. Morgan in New York. At this time he enjoyed the unique position of being an American citizen with the right by heritage to sit with the peers of Scotland. His ancestors had been called at the roll call of Scotland's peers assembling for election at Holyrood Castle since 1627. These peers sit below the throne of Great Britain, above the woolsack. When he was summoned to the coronation of Edward VII in 1902, he stayed on in Britain, becoming a British subject and making claim to the ancient and honored title of Baron of Fairfax and Cameron.

Let us turn back the pages of history and see how it came to pass that the committee of Privileges of the House of Lords confirmed this title upon an American-born citizen in 1908.

The known lineage of the Fairfaxes in England goes back to Richard Fairfax of Walton, whose descendant, Sir Thomas was created first Lord Knight, peer of Scotland, Baron of Fairfax and Cameron in 1627. These Fairfaxes were justices of the Common Pleas, and,

by appointment of the King, High Sheriffs. Sir Thomas married Ellen Ashe.

Their son Ferdinand, the second Baron, was the parliamentary general who defeated Prince Rupert of Marston Moor in 1644. He was known as "The Great Fairfax," and was an aide to Cromwell, one of the few noblemen to join him in his resistance to Charles I, King of England, which resulted in the beheading of Charles.

His son Thomas by Lady Sheffield was the third Baron, Commander-in-chief of the army of Parliament. Victor at the battle of Naseby, he relinquished his position to Cromwell and became an ardent supporter of the restoration. He married Anne, the daughter of Lord Vere of Tilbury. Two daughters were born to them.

Henry, the fourth Baron, a cousin, the son of Reverend Henry of Bolton Percy, brother of Ferdinand, married Frances, daughter of Sir Robert Barwick. Their eldest son, Thomas the fifth Baron, M.P. of Yorks, Brigadier General, third Horse Guards, married Catherine Colepepper (later called Culpeper) heiress to a large estate in Virginia.

This grant of 5,700,000 acres by Charles II to Lord Colepepper and the Earl of Arlington in 1673, later, by a single stroke of the pen, was given to Colepepper by his "cronie," James II.

Their son, Lord Thomas, the sixth Baron, came to the "wilderness of Virginia" in 1739 and 1746 to visit Belvoir, establishing himself later on a ten thousand acre plantation near Winchester, calling it Greenway Court. Tradition says he left England on account of an unhappy love affair. He lived in feudal splendor, was a great sportsman, introducing fox-hunting to this country. All that remains of the original estate is the small brick office in which George Washington did his surveying. The town of "White Post," Virginia, is ever a reminder of those bygone days, for here it was that Lord Fairfax erected a white post to direct tenants and others to Greenway Court. Young George Washington accompanied by his preceptor, George William Fairfax, entered the service of Lord Thomas Fairfax in 1748.

It is ironical that the boy he employed at 16 was the General who captured his friend Cornwallis at Yorktown Oct. 17, 1781. When Lord Thomas received this news he called for his body servant to carry him to his bed. "For I am sure he said it is time for me to die." He died a bachelor at Greenway Court December, 1782.

Ash Grove, near Tyson's Corners, was the property of Lord Thomas. It was named for the ancestral home of Ellen Ashe in England. The small connecting house was built in 1700, the north wing, overseers house in 1740, and the beautiful front in 1790 by a Fairfax. It is said



*Like grandfather, like grandson:
Lord Fairfax stands beside a
picture of his grandfather, Dr.
John Contee Fairfax, a well-
known Maryland country gen-
tleman in his day. Below is the
familiar Fairfax coat-of-arms.*



Lord Thomas used the oldest portion as a hunting lodge. Ash Grove was sold in 1850 by a Commissioner of the Court to settle the estate of Henry Fairfax, to James Sherman. It has remained in their family for 105 years.

Robert, the seventh Baron, brother of Lord Thomas, lived in England, was Major of First Horse Guards, M. P. Maidstone and Kent. He married Maithy Collins and later Dorothy Best. There was no issue, and we find the title going for the first time in this country to a collateral line, the Reverend Bryan Fairfax, son of Col. William Fairfax and his second wife Deborah Clark. Colonel William had preceded his cousin, Lord Thomas, to Virginia to take charge of his land. He established Belvoir, three miles below Mount Vernon.

By his first wife, Sarah Walker of Nassau, his children were George, William, Thomas, Anne, and Sarah who married Maj. John Carlyle. By his second wife they were Bryan, rector of Christ Church, Alexandria, Virginia; William Henry, killed in Quebec, and Hannah who married Warner Washington.

So prominent and powerful were this family in Virginia, one cannot write of them without mention of the Washingtons. Their ancestors had intermarried in England. Here it was, at Belvoir, that young Lawrence Washington met and married Anne Fairfax, the daughter of Colonel William in 1743, and here it was that young George Washington came as a boy to live and study surveying.

For forty years Belvoir was the seat of one of the most distinguished families in America, and it was noted for its princely hospitality. The Fairfaxes were Tories, and Belvoir was deserted prior to the Revolution. This, however, did not affect the friendship of General Washington, and it was one of the sorrows of his later life that Belvoir was deserted, and destroyed by fire, and finally by British battleships in the War of 1812.

Prior to the fire, in 1774, Col. Washington took charge of the sale at Belvoir. His purchases alone amounted to 200 pounds, and are some of the handsomest furnishings in Mt. Vernon today.

The Reverend Bryan Fairfax, second cousin of Lord Thomas of Greenway Court, married Elizabeth Cary, daughter of Col. William Cary of Seely's Virginia, and secondly, Jane Dennison. He established "Mount Eagle" overlooking the Potomac, below Alexandria. In 1800, he went to England and had the title of the Eighth Baron confirmed.

His eldest son, Thomas, the ninth Baron, established Vaucluse in Fairfax County, Virginia. He married Mary Aylett, secondly Louisa Washington, and thirdly Margaret Herbert, daughter of William Herbert. Albert, their son by the last marriage, married Caroline Elizabeth

Snowden of Oakland, Maryland, one of the heirs to "Northampton," the old estate in Maryland where the late Lord Albert Kirby Fairfax was born.

Born at Vaucluse to Honorable Albert Fairfax and Caroline Elizabeth Snowden were two sons, Charles Snowden Fairfax and John Contee Fairfax. Charles Snowden Fairfax became the tenth Baron and married Ada Benham. He went to California in the gold rush, remained there, became clerk of the Supreme Court and Speaker of the House of Delegates.

Dr. John Contee Fairfax, born September, 1830, did not take up the title of eleventh Baron. He married Mary Brown Kirby, the Daughter of Colonel Edward Kirby, U.S.A. He was the purchaser of Northampton, the estate granted in 1630 by Lord Baltimore to Thomas Sprigg, Governor of Maryland.

Born at Northampton were Albert Kirby, Caroline Eliza, Charles Edmund, Mary Cecilia, and Frances Marvin. It was this Albert Kirby Fairfax who, when summoned to the coronation of Edward VII of England in 1902, stayed on and claimed his peerage. He married Miss Maud McKelvie, the daughter of James McKelvie, a wealthy Scottish coal baron. The seat of this "American Peer," as he was called in the House of Lords, is "Thorpe LeSoken," Essex.

His son, Thomas Bryan McKelvie Fairfax, born 1923, master of Fairfax, became automatically the thirteenth Baron. Another son, Peregrine John Wishart, born 1925, is the heir apparent to the title. Oddly enough, way back in 1599, the seventh child of the first Sir Thomas and Ellen Ashe was Peregrine.

When the present Lord Fairfax visited his aunt, the late Mrs. Clarence Roberts, in 1949, at "Inglewood" near Largo, Maryland, the cream of society from Washington, Maryland, and Virginia flocked to meet the handsome young Scottish peer. Since then he married in 1952 Miss Sonia Helen Gunston,* whose mother was an American.

His kinfolk and country cousins in this country are legion.

* Gunston Hall, the home of George Mason, was named for her father's ancestral estate in England.



